



This is a digital copy of a book that was preserved for generations on library shelves before it was carefully scanned by Google as part of a project to make the world's books discoverable online.

It has survived long enough for the copyright to expire and the book to enter the public domain. A public domain book is one that was never subject to copyright or whose legal copyright term has expired. Whether a book is in the public domain may vary country to country. Public domain books are our gateways to the past, representing a wealth of history, culture and knowledge that's often difficult to discover.

Marks, notations and other marginalia present in the original volume will appear in this file - a reminder of this book's long journey from the publisher to a library and finally to you.

### Usage guidelines

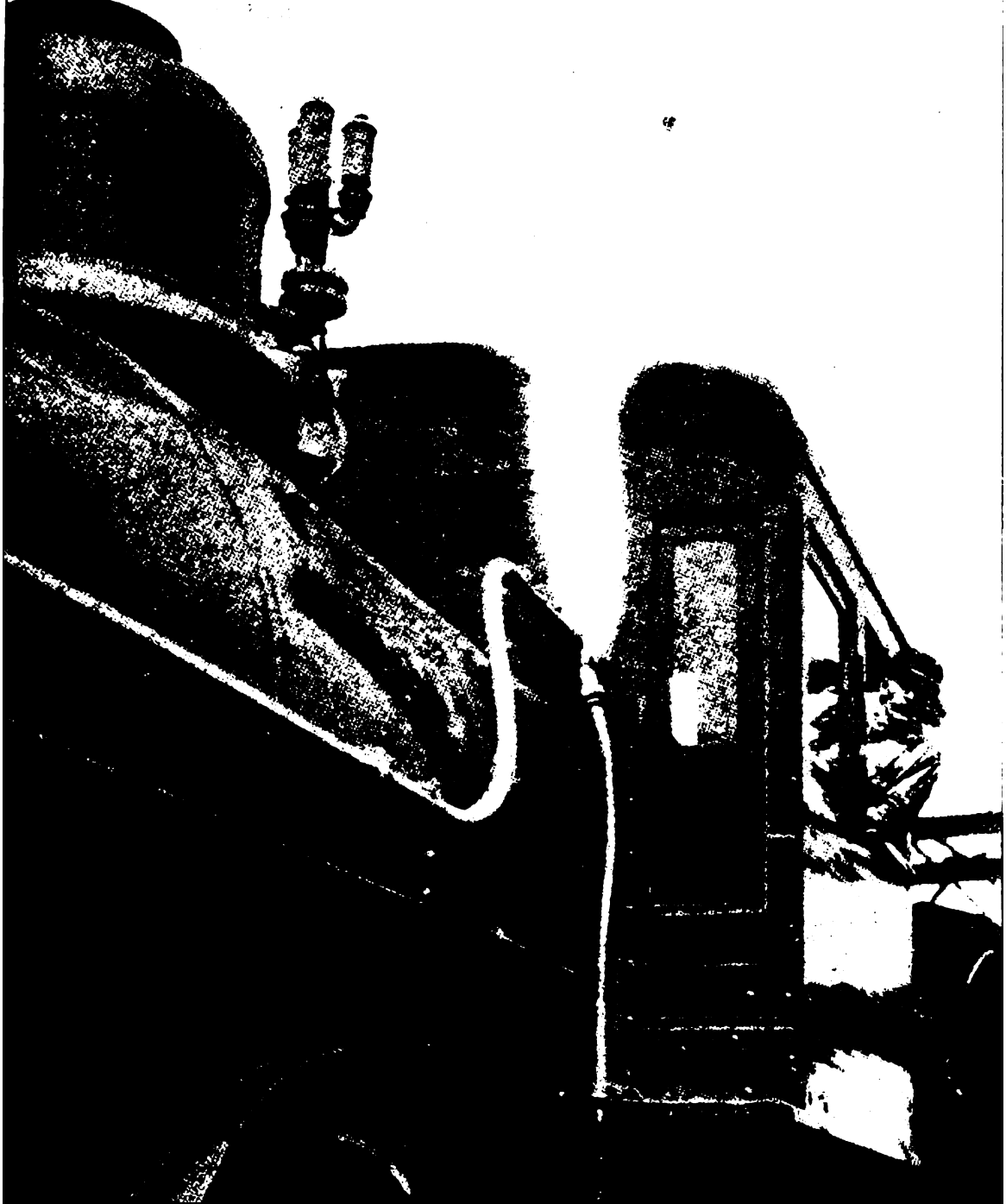
Google is proud to partner with libraries to digitize public domain materials and make them widely accessible. Public domain books belong to the public and we are merely their custodians. Nevertheless, this work is expensive, so in order to keep providing this resource, we have taken steps to prevent abuse by commercial parties, including placing technical restrictions on automated querying.

We also ask that you:

- + *Make non-commercial use of the files* We designed Google Book Search for use by individuals, and we request that you use these files for personal, non-commercial purposes.
- + *Refrain from automated querying* Do not send automated queries of any sort to Google's system: If you are conducting research on machine translation, optical character recognition or other areas where access to a large amount of text is helpful, please contact us. We encourage the use of public domain materials for these purposes and may be able to help.
- + *Maintain attribution* The Google "watermark" you see on each file is essential for informing people about this project and helping them find additional materials through Google Book Search. Please do not remove it.
- + *Keep it legal* Whatever your use, remember that you are responsible for ensuring that what you are doing is legal. Do not assume that just because we believe a book is in the public domain for users in the United States, that the work is also in the public domain for users in other countries. Whether a book is still in copyright varies from country to country, and we can't offer guidance on whether any specific use of any specific book is allowed. Please do not assume that a book's appearance in Google Book Search means it can be used in any manner anywhere in the world. Copyright infringement liability can be quite severe.

### About Google Book Search

Google's mission is to organize the world's information and to make it universally accessible and useful. Google Book Search helps readers discover the world's books while helping authors and publishers reach new audiences. You can search through the full text of this book on the web at <http://books.google.com/>



# *The Railroad Trainman*

Brotherhood of Railroad Trainmen



FROM

The Britton Printing Co.

LEADING BLANK BOOK MAKERS

262 HURON ST. CAXTON BLDG.  
CLEVELAND, OHIO

HARVARD UNIVERSITY

GRADUATE SCHOOL  
OF BUSINESS  
ADMINISTRATION

BAKER LIBRARY



Cancelled  
from  
Baker Library

























# **The Railroad Trainmen's Journal**

**The Official Publication Of The**

## **Brotherhood of Railroad Trainmen**

**Published Monthly By The Brotherhood of Railroad Trainmen,  
At Cleveland, Ohio, U. S. A.**

---

**D. L. CEASE, EDITOR AND MANAGER**

---

**VOLUME XXIV, 1907**



Printed by  
**The Britton Printing Company**  
Caxton Block, - Cleveland, Ohio

Cancelled  
from  
Haker Library

~~4462~~



# INDEX

## EDITORIAL

|   |      |   |      |
|---|------|---|------|
| <b>A</b>  |      | <b>F</b>  |      |
| Accidents, Railroads Ought To Be Held For.....                                  | 652  | Fair List At Pittsburg, Trainmen On The....           | 830  |
| Air Brakes .....  | 1088 | Filipinos Vote, The .....                             | 827  |
| Alabama's Redemption .....  | 924  | Foreign Goods, Or Foreign Workmen .....               | 826  |
| Arbitration Compulsory .....  | 1087 | Full Crew Bills, Arkansas And New York....            | 550  |
| Arbitration Law Passed In Canada, Compul-<br>sory .....                         | 438  | <b>G</b>  |      |
| Asiatics Must Be Excluded .....   | 915  | Galveston, Texas .....                                | 157  |
| Atlanta Convention, The .....   | 528  | Galveston Wharves .....                               | 65   |
| Atlanta Convention, Open Meeting .....  | 530  | Government, Not Injunction .....                      | 1082 |
| <b>B</b>  |      | Government Vs. Corporation Construction....           | 525  |
| Brotherhood, Become A Working Part Of The                                       | 635  | <b>H</b>  |      |
| Brotherhood Fixed The Chicago Rate .....  | 88   | Hard Times Promised .....                             | 982  |
| Brotherhood Law, Changes In The .....   | 816  | Hawley To The A. F. L. ....                           | 91   |
| Brotherly Love In Business, No.....   | 435  | High Prices, A Rich Man's Reason For....              | 1076 |
| Business, Always Be Ready For .....   | 709  | Hobo, The Non Air .....                               | 1083 |
| <b>C</b>  |      | Holler All The Time .....                             | 168  |
| Canadian Labor Organizations, Proposed Leg-<br>islative Interference With ..... | 76   | Horse, The Public .....                               | 1084 |
| Canadian Legislation .....  | 363  | Hospital Relief No Bar .....                          | 925  |
| Cannon, Why Joseph G. Should Not Be<br>Speaker .....                            | 987  | <b>I</b>  |      |
| Caste, The Distinctions And Effects Of ....                                     | 345  | Immigration, The Pathetic Side Of.....                | 81   |
| Chancellor Day Thanks The Trust .....   | 257  | Indian Coolies For Canada .....                       | 63   |
| Chicago Settlement, Something More On The.                                      | 93   | Indian Coolies In America .....                       | 922  |
| Child Labor Laws, Reform In.....  | 89   | Industry, Standardized .....                          | 828  |
| Child Labor, States Only Can Control .....                                      | 265  | Industry, The Death Roll Of .....                     | 427  |
| Child Toilers, Another Donation For The....                                     | 368  | Injustices, The Many .....                            | 362  |
| Citizen, The Average .....  | 94   | <b>J</b>  |      |
| Comparison, A That Does Not Flatter .....                                       | 165  | Japan Invites Trouble .....                           | 261  |
| Compensation Act, A General .....   | 66   | Japan, The United States Entertains .....             | 638  |
| Conference, The Trust .....   | 1067 | Japan's Purpose .....                                 | 828  |
| Construction, Government Vs. Individual....                                     | 445  | Japanese Agitation In India .....                     | 1086 |
| Convention Suggestions .....  | 159  | Judgment, An Error Of .....                           | 552  |
| Convention, The Eighth Biennial .....   | 359  | <b>L</b>  |      |
| Convention Work And Election .....  | 549  | Liability Law, Around The .....                       | 64   |
| Correspondence School Watched .....   | 926  | Living Problem Of The New Comer .....                 | 650  |
| Country, A White Man's .....  | 979  | Living, To Get The Cost Of .....                      | 78   |
| Criminal Carelessness On The Part Of Rail-<br>roads .....                       | 1078 | Long Hours .....                                      | 61   |
| <b>D</b>  |      | Lord's Day Act, Canada .....                          | 357  |
| Death Roll, Who Is Responsible For.....   | 442  | <b>M</b>  |      |
| Defective Cars .....  | 1088 | Manufacturers' Association Plays Baby ....            | 910  |
| Discharged, Refused To Be .....   | 552  | Mileage, Cutting Down The .....                       | 728  |
| Discontent, Wages Of .....  | 254  | Millions To Fight Labor Organization .....            | 646  |
| <b>E</b>  |      | Mistaken Again .....                                  | 926  |
| Eastern Association .....   | 435  | Mongolian Fuss, The .....                             | 63   |
| Educational Problem .....   | 71   | <b>O</b>  |      |
| Eight Hour Day, The .....   | 63   | Old Times, The Myth Of The Good .....                 | 918  |
| Employee Not Responsible .....  | 64   | Organization for The Professions, Need Of..           | 821  |
| Employes And Contracts .....  | 259  | Ownership, For Government .....                       | 1086 |
| Employers' Liability Act Constitutional .....                                   | 429  | <b>P</b>  |      |
| Employers' Liability Bill Unconstitutional....                                  | 162  | Panama .....  | 1088 |
| Europe, Wages Go To .....   | 726  | Pension, Old Age For The Typographical<br>Union ..... | 1072 |
| Everybody Lend A Hand .....   | 807  | Postal Rates Lower .....                              | 62   |
| Evidence Not To Be Used In Court Cases In<br>Canada .....                       | 651  | Prize, Nobel The .....                                | 168  |
|   |      | Public Sense of Right Degenerating? Is The.           | 814  |
|   |      | Public, The Rights Of The .....                       | 985  |
|   |      | Public Won't Stand For It, The.....                   | 262  |

# INDEX

## EDITORIAL—Continued

|  |   |
|--|---|
| <b>R</b>   | <b>S</b>  |
| Railroad Business, Things Doing In The..... 710                      | Switchmen's Union And Sympathetic Strikes. 990  |
| Railroad Service, Improved Conditions In... 74                       | S. U. Sleight Of Hand ..... 65  |
| Railway Duty, The Hours Of..... 151                                  | Switchmen's Union Starts To Drive Members<br>Of The Brotherhood From Yard Service... 86 |
| Record, A Wonderful ..... 923  | Switchmen, The Differential Allowed..... 983  |
| Rockefeller Invests A Few Millions ..... 264                         | Switchmen's Way, The ..... 167  |
| <b>S</b>   | <b>T</b>  |
| Safety Appliance Law, A Careful Decision In<br>Favor Of The.....1080 | Tax, The Foreigner Pays The ..... 812   |
| Safety Appliance Law, Enforcement Of The. 641                        | Time, Now Is The ..... 156  |
| Schlemmer Case, The Supreme Court Decides<br>The ..... 365           | Trackmen, Help To Organize The..... 349   |
| School For Railroad Men, A ..... 825                                 | Trainmen Denounced By Hawley ..... 73   |
| Settlements, Yard ..... 77   | <b>U</b>  |
| Sixteen Hour Bill Passed ..... 356                                   | United Labor League Makes Amends ..... 913  |
| Sixteen Hour Law, The ..... 251                                      | <b>W</b>  |
| Skilled Labor, Foreign May Be Contracted<br>For ..... 818            | Wage Agreements ..... 70  |
| Some Things Doing ..... 61   | Wage Settlement Bear, Who Killed The.... 164  |
| Standard's Harvest, The ..... 823                                    | Wage Settlement, The Western ..... 439  |
| Standard Is Fined ..... 827  | Western Roads Fined ..... 991   |
| Steady, Everybody Stand ..... 1083                                   | Where Are We At ..... 992   |
| Strength And Weakness, Our ..... 909                                 | Women Must Work Nights ..... 720  |
| Strike, Echo Of The ..... 1085                                       | Worker, America The Best Place For The... 527   |
| Strike, Huntingdon And Broad Top Railway..1075                       | Workman, The Independent Promised A<br>Crown ..... 809                                  |
| Strike, The Colorado And Southern ..... 829                          | Worse And More Of It ..... 547  |
| Strike, The Colorado And Southern ..... 921                          | Wreck And Death ..... 64  |
| Strike, Toledo Railway And Terminal Com-<br>pany ..... 156           | Wrecks And Suggested Remedies ..... 351   |
| Sunday Freight Trains Unlawful ..... 65                              | Wrong Must Be Corrected ..... 643   |

## THE JOURNAL

|  |   |
|--|---|
| <b>A</b>   | <b>C</b>  |
| Alaska Northwestern, Methods Of Travel In. 183                     | China, The Great Interior Trunk Line Of... 751    |
| Alaska Northwestern, The Seward Peninsula. 107                     | Christmas Bells ..... 999                         |
| Apprentice, The Future Of The ..... 876                            | Christmas Eve, A ..... 1005                       |
| Apprenticeship And Corporation Schools, The<br>Decay Of ..... 1014 | Christmas Story, A ..... 1034                     |
| Arctic, Railroadng In The ..... 800                                | Christmas, The Story Of A Strange..... 1020       |
| Asiatic Question, The Real ..... 1001                              | Cities Made To Order ..... 306                    |
| Atlanta ..... 383  | Cuban Railway Traffic ..... 579                   |
| <b>B</b>   | <b>D</b>  |
| Baby's Victory, The ..... 498                                      | Derelict, The ..... 32                            |
| Barbecue, The ..... 563  | <b>E</b>  |
| Before They Come ..... 197   | Employers, The Duties Of The ..... 847            |
| Beyond The Pale ..... 35   | Equality ..... 405                                |
| Bluff, The Stage Driver's ..... 130                                | Evolution, Our Mad ..... 585                      |
| Boomer, The ..... 486  | Exclusion Laws, World's ..... 765                 |
| British Employers' Liability Law..... 937                          | <b>F</b>  |
| <b>C</b>   | Factory Settlement, The Social Condition Of A.400 |
| Capital And Labor, The War Between..... 871                        | Foreign Encroachment ..... 943                    |
| Chicago Industrial Exhibit ..... 281                               | Freight Car Situation, The ..... 1053             |
| Child Labor ..... 577  | <b>G</b>  |
| Child Labor And The Nations ..... 870                              | Garment Workers at Home..... 949                  |
| Child Labor Becoming An Issue..... 209                             | Girl in Business, The ..... 388                   |
| Children, Sacrificing The ..... 878                                | God, A Gilded ..... 459                           |
| China And Japan, How They Differ ..... 674                         | Going Some ..... 130                              |

# INDEX

## THE JOURNAL—Continued

### H

|  |     |
|--|-----|
| High Bred Men .....                        | 663 |
| History's Most Transcendent Lessons.....   | 26  |
| Housing Problem In Wisconsin .....         | 591 |
| Humanity Robbing Itself Of The Full Life.. | 205 |

### I

|   |      |
|---|------|
| Ideals, Realistic .....                     | 304  |
| Immigrant Story, Another Side To The.....   | 298  |
| Industry, The Death Roll Of.....            | 472  |
| Inheritance, The Tragedy Of An.....         | 606  |
| Injuries, Compensation For .....            | 1028 |
| Inland Empire System Of Electric Railways.. | 1011 |
| Insurance, Working Man's .....              | 9    |
| It Can Be Had .....                         | 461  |

### J

|                      |     |
|----------------------|-----|
| Julie Anderson ..... | 607 |
|----------------------|-----|

### L

|  |      |
|--|------|
| Labor Movement, The Ideals Of The.....   | 492  |
| Labor, Primary Demands Of .....          | 748  |
| Lady, Love Of A .....                    | 776  |
| Laws, Two Supreme .....                  | 1009 |
| Life And Limb Vs. Dollars And Cents..... | 573  |
| Life's Battles .....                     | 181  |
| Life, The Ladder Of.....                 | 105  |
| Living, Getting A .....                  | 588  |
| Living, The Actual Cost Of .....         | 856  |
| Locomotive Driver, A Yarn Of The .....   | 497  |
| Logger Number Four, On .....             | 609  |

### M

|                                    |     |
|------------------------------------|-----|
| Man, How The Outcast Became A..... | 29  |
| Member, The Absent .....           | 775 |
| Mt. Lowe, California .....         | 743 |

### N

|   |     |
|---|-----|
| Necessities, The .....                    | 40  |
| Not Yet, But Soon .....                   | 661 |
| Number Eighty-Seven, The Adolescence Of.. | 11  |
| Number Six, The Light Of.....             | 208 |

### O

|   |     |
|---|-----|
| Old Glory, The Next Two Stars On .....  | 114 |
| Old Guard, The Last Of The .....        | 769 |
| Old Men, What Is To Become Of The ..... | 690 |
| Our Hearts To Yours .....               | 698 |
| Overalls, Ten Cents .....               | 689 |

### P

|  |     |
|--|-----|
| Pacific, The Undefended .....                | 3   |
| Panama Canal, Chinese Labor And The.....     | 122 |
| Panama, Life Stories Two .....               | 17  |
| Passing Of Man, The.....                     | 935 |
| Pay Car, The Passing Of The .....            | 843 |
| Pensions, Old Age .....                      | 780 |
| Pete's Bride .....                           | 509 |
| Phantoms, Jim's .....                        | 188 |
| Poor, Justice To The .....                   | 128 |
| Progress, The First Step Into A Sensible.... | 126 |

### R

|   |     |
|---|-----|
| Railroad Station, Sold Mexican Don A..... | 496 |
| Railroad Story, A .....                   | 598 |

### R

|  |      |
|--|------|
| Railroads, The Working Of The .....        | 214  |
| Railway Ownership, Experiments In State .. | 28   |
| Railway Track in America, Over The First.. | 1026 |
| Railway Wrecks Continue .....              | 287  |
| Reverie .....                              | 882  |
| Rights, The Discarded Inalienable .....    | 858  |
| Room At The Top For You .....              | 561  |
| Roundhouse Stories .....                   | 293  |
| Russia, As Seen In 'Its Workmen.....       | 101  |
| Russia, Famine In .....                    | 206  |
| Russian Cigarettes, The .....              | 505  |

### S

|   |      |
|---|------|
| Sacrifice Workers' Lives For Greed.....   | 604  |
| Safety Appliances, Violations .....       | 677  |
| Sanatorium, The South Mountain Camp.....  | 111  |
| Schoolhouse, The Old Forsaken .....       | 1042 |
| Sentiment Without Sense .....             | 742  |
| Serb Immigrant, The .....                 | 939  |
| Shamelessness Of Sue, The .....           | 601  |
| Sick .....                                | 698  |
| Sins, Clinging To Our Own .....           | 946  |
| Sleep, How To .....                       | 676  |
| Small Investor Loses, Why The .....       | 785  |
| Stage Driver's Proxy, The .....           | 685  |
| Stars Grow Cold, When The.....            | 502  |
| Stranger At San Marcial, The .....        | 566  |
| Strategist, A .....                       | 685  |
| Stubtoe Land .....                        | 882  |
| Sunshine Follows Night .....              | 279  |
| Sweated Trades In Philadelphia, Women In  |      |
| The .....                                 | 391  |
| Sweet Lavender .....                      | 739  |
| Swiss Railways For The Swiss People ..... | 849  |
| Switched By A Landslide .....             | 313  |

### T

|  |      |
|--|------|
| Ten Too Many .....                     | 516  |
| Things To Forget .....                 | 1056 |
| Toiler, The .....                      | 381  |
| Toilers In Mill And Shop, Little ..... | 787  |
| Train, On The .....                    | 788  |
| Trap, A Wife's .....                   | 221  |
| Turmoil, The Modern Intellectual ..... | 470  |
| Turpin Feminized .....                 | 219  |

### U

|                               |     |
|-------------------------------|-----|
| Undertaker, The Popular ..... | 38  |
| Union, The Power Of .....     | 783 |

### W

|  |     |
|--|-----|
| Wage, The Living .....                 | 955 |
| Waitress, The Story Of A .....         | 760 |
| War, The Prevention Of .....           | 582 |
| Widow Clancy's New Partner .....       | 483 |
| Work Shop, The Human Side Of The ..... | 954 |
| Working Women Must Organize, Why.....  | 839 |

### Y

|                                       |     |
|---------------------------------------|-----|
| You'll Never Pass This Way Again..... | 837 |
|---------------------------------------|-----|



# INDEX

## POETRY

| <b>A</b>                           |      | <b>P</b>                             |      |
|------------------------------------|------|--------------------------------------|------|
| A Chance .....                     | 407  | Patriotic Blood .....                | 613  |
| A Girl I Used To Know .....        | 42   | <b>S</b>                             |      |
| A Lemon .....                      | 886  | She Called Me .....                  | 518  |
| A Page From The Book Of Life ..... | 1045 | Sometime—Somewhere .....             | 614  |
| A Toast To The Engineer .....      | 315  | Success .....                        | 517  |
| An Unlucky Fellow .....            | 43   | <b>T</b>                             |      |
| After Christmas .....              | 44   | The Ancient Codger Slips a Cog ..... | 407  |
| <b>C</b>                           |      | The Belle of Long Ago .....          | 42   |
| Consistency .....                  | 224  | The Brakeman .....                   | 693  |
| Counterfeit .....                  | 960  | The Child Slave .....                | 408  |
| <b>D</b>                           |      | The Conductor .....                  | 790  |
| Do You Ever Think? .....           | 315  | The Elocutionist's Curfew .....      | 42   |
| Dreams .....                       | 316  | The Fireman .....                    | 408  |
| <b>F</b>                           |      | The Lost Spirit .....                | 960  |
| Fishin', What Is Fishin' .....     | 223  | The Old Howling Blizzard .....       | 316  |
| <b>H</b>                           |      | The Prayers Of The Workmen .....     | 223  |
| His Last Run .....                 | 224  | The Railway Flagman .....            | 959  |
| <b>I</b>                           |      | The Return .....                     | 1046 |
| I Dunno .....                      | 1046 | The Shadows .....                    | 613  |
| In After Years .....               | 518  | The Thoughtless Fool .....           | 43   |
| <b>L</b>                           |      | The Torch .....                      | 959  |
| Lilac Lure .....                   | 614  | The Two Glasses .....                | 517  |
| <b>N</b>                           |      | The Two Paths .....                  | 692  |
| Now .....                          | 315  | Today .....                          | 693  |
| <b>O</b>                           |      | <b>W</b>                             |      |
| Only a Railroad Brakeman .....     | 132  | What Of The Knight? .....            | 790  |
|                                    |      | Wilderness Vagabond .....            | 518  |
|                                    |      | With The Jails .....                 | 614  |
|                                    |      | Write Them A Letter Tonight .....    | 885  |

---

FIRESIDE .....41; 131; 223; 315; 407; 517; 611; 691; 789; 883; 957; 1043.

---

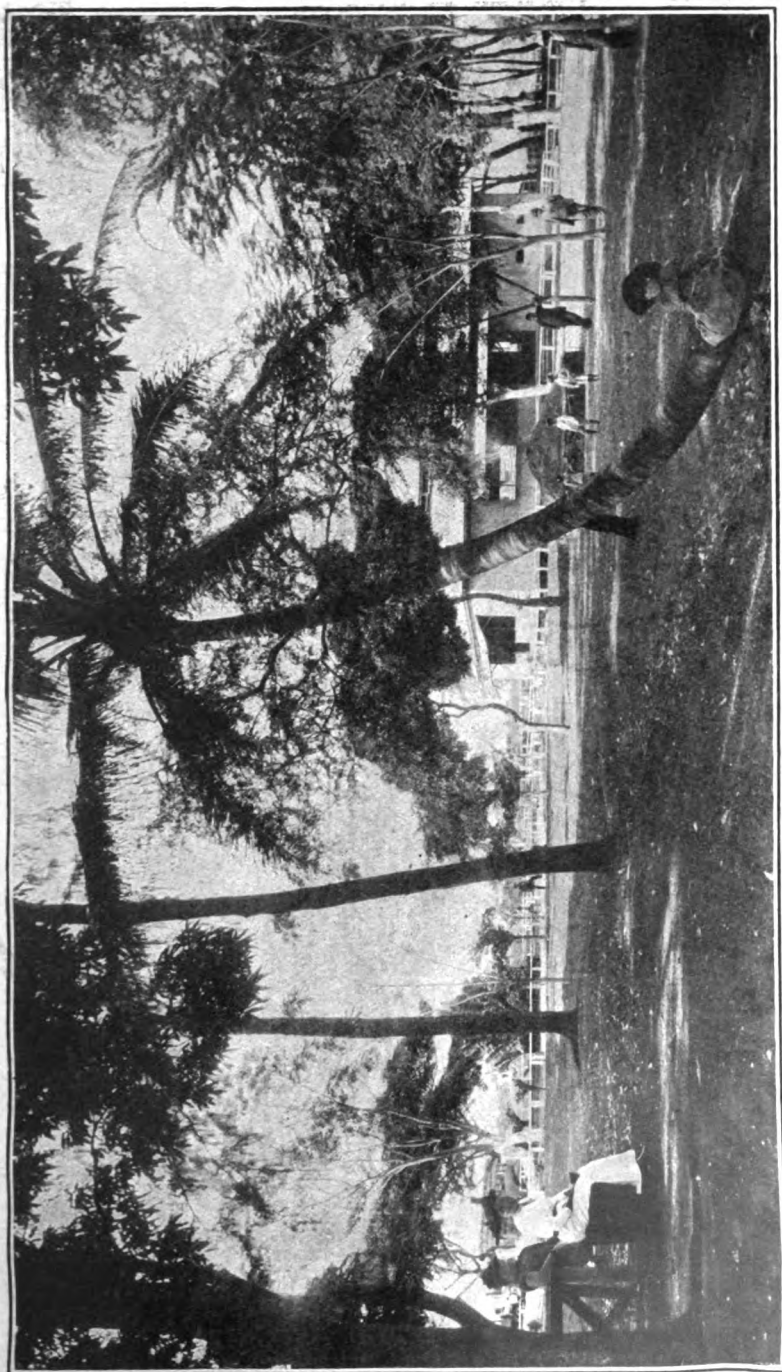
TRAIN RULES .....45; 133; 225; 317; 409; 511; 615; 695; 791; 887; 967; 1047

---

BROTHERHOOD .....51; 139; 231; 325; 417; 519; 621; 699; 795; 897; 965; 1043

---

NOTES .....95; 169; 267; 369; 447; 551; 651; 729; 831; 927; 993; 1089.

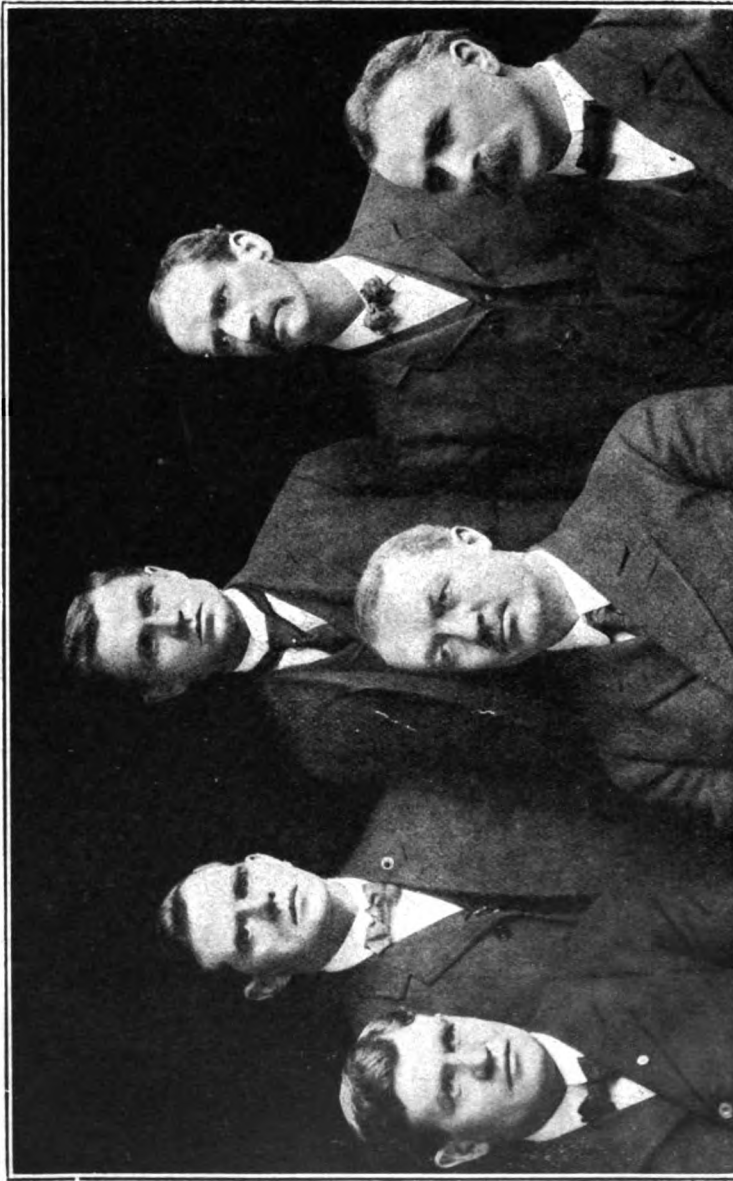


NEAR WAILUA, HAWAII.

R. P. Bambrick, 752,  
Illinois Central R. R.

J. T. Kelley, 750,  
Chicago & North-Western Ry.

J. J. Lamb, 4,  
Lake Shore & Mich. Southern Ry.



W. H. Kelly, 456,  
C. M. & St. P. Ry.

P. H. Morrissey,  
Grand Master.

M. J. Ward, 647,  
Chicago Junction Ry.

THE SUB-COMMITTEE OF THE BROTHERHOOD OF RAILROAD TRAINMEN THAT SECURED  
THE CHICAGO WAGE RATE, NOV. 10, 1906.

# RAILROAD TRAINMEN'S JOURNAL

Published Monthly by the Brotherhood of Railroad Trainmen.  
Entered at the post-office at Cleveland, Ohio, as second class matter.

D. L. CEASE  
EDITOR AND MANAGER



SUBSCRIPTION PRICE  
\$1.00 PER YEAR IN ADVANCE

VOL. XXIV.

JANUARY 1907.

No. 1

## The Undefended Pacific.

**T**HE little show of temper on the part of Japan has brought a few persons, at least, to a sense of our helplessness in the Pacific.

We have a long coast line on the west, then we have Hawaii, Guam, and the Philippines in even worse condition so far as defenses are concerned.

The nation has rested on its assertions that it was not a nation of conquest, that it had no designs on the territory of other nations and that its commerce was the paramount issue always. But conquest was forced upon the United States, it accepted certain territory, or bought it rather, to prove to the world that it was good natured and had the price. It was a legal heritage that came to us because we did not know enough to mind our own business and the late unpleasantness in Cuba has pretty well settled that question in the minds of those who were doubtful up to the time the Cuban patriots sacrificed home rule for office. Spain ought to send us something nice once a year for helping her unload that Cuban trouble and all that went with it. And, think of it, too, \$20,000,000.00 paid down and more than \$400,000,000.00 spent in the Philippines for the simple sake of teaching the Philipinos self-government.

But we have them and it is up to this Government to get ready to protect or lose them one of these days, just as the Spaniards did because they could not hold them against an enemy.

The world has selected the Japanese as the next nation that will war against the United States. If this prophecy comes true, and we are no better off than we are now, we will not make so much cheerful noise when the cable reports come from Manila. Then we also will have Guam, Hawaii, and eventually the Pacific Coast to hear from with no hope of good news. Quaker guns and diplomacy fail when the real guns commence to send thousand pound shells through the air.

Frederick Palmer lately presented the question in a very able article in *Collier's* and his statements do not lend much assurance to our pretended ability to "lick the world." They show us where we are at in the Pacific. In part he said:

The increase of Japanese immigration can only mean an increase of racial prejudice on the Pacific Coast, and the immigrants will be quick to appeal to their home Government on any provocation.

The traveler in Japan is so frequently told that Japan does not want the Philip-

pires that he suspects the Japanese mind of dwelling on the subject overmuch. The Japanese are a warlike race. They are flushed with victory. No sooner had they finished the war with China than they began to prepare for war with Russia. Since the Treaty of Portsmouth it has been the talk of the Far East that they would turn their attention to us, and they have steadily augmented their military strength. Just in the same way as the Japanese masses thought that Russia had robbed them of the fruits of their victory over China, so today

the spread of the Eastern Island Empire; therefore, we are vulnerable. If Japan should declare war on us tomorrow she would find us worse prepared for the defense of the Philippines than Russia was for the defense of the Liaotung Peninsula. Japan is ready to act at a moment's notice. She works with the same quiet unity of purpose toward a national policy that Hariman does toward the capture of a railroad. While we are not thinking of the Philippines at all she may be thinking of them very hard. When we lose command



FILIPINO RESIDENCE AND FAMILY

they think that the good offices of President Roosevelt robbed them of an enormous indemnity. The truth is, as statesmen know, that his action came at a very happy time for Japan. But the Oriental statesman is as little inclined as our own to shift to his shoulders blame which is already placed elsewhere.

If George Dewey had been ordered to sail away from Manila Bay after he had sunk Montojo's squadron Japan would not have made her representations to Washington in such a determined fashion. We have some Asiatic islands which are in line with

of the Pacific, Alaska as well as the islands is cut off.

Should such a crisis arise, the question would be one of guns and ships. There are no battleships for sale on the open market. Wealth will no more buy them in a hurry than shares in a water company will quench your thirst if you are in the middle of the Sahara. In a crisis their need is as pressing as that of a tourniquet when an artery is cut.

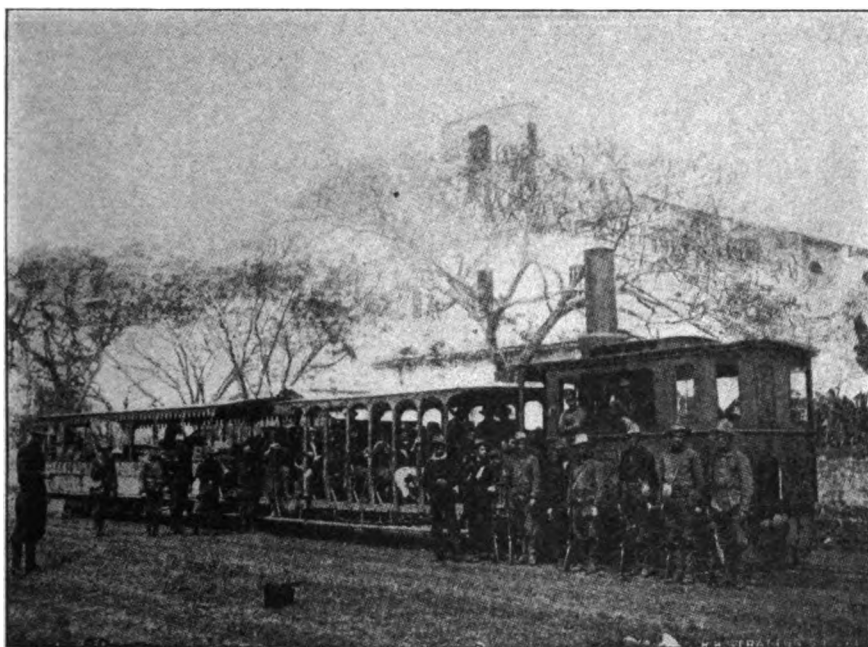
Now, this article is not faint-hearted or meant in any sense as a "war-scare" sensation. Nor am I revealing any State or mili-

tary information which is not as well known to the Japanese as to the American Government. My object is to inform the public of a situation in a country where public opinion rules.

The Philippine Islands have cost us \$400,000,000 thus far, and we have not yet provided for their defense or decided what we are going to do with them. The lesson of Rojestvensky's effort to go from the Baltic to Tsushima without coaling stations seems to have been lost on our national Legislature.

bunkers. Thanks to Congressional delay there is not a single gun emplaced at Hawaii, at Guam, or at Kiska Island in Alaska. Some batteries have been emplaced at Manila; but there is not a single coast artilleryman in any of our Pacific dependencies.

The difference between an adequately defended harbor and an inadequately defended harbor is the difference between holding a doorway against a thug with a revolver and with your arms tied behind you. Our regulars have no superior man to man; our ships have no superior ship to ship—no



PHILIPPINE R. R. TRAIN

Within 1,700 miles of Manila is the home base of the concentrated Japanese fleet. Our fleet on the Atlantic is 17,314 miles away from Manila by Suez and about 11,000 miles away by Cape Horn. It would have to make a longer voyage than Rojestvensky did. On the way the only coaling station and drydocks would be by the Cape Horn route—and those at San Francisco. Coaling stations and drydocks mean to the man-of-war what food and sleep do to the soldier.

The only use of the stations at Manila and in Hawaii would be to fill the enemy's

equal, I think with confidence as an American. But our San Francisco gunners can not defend Manila and our ships can not keep their bottoms clean without drydocks or run without coal. For the guns we have ready in the United States we need forty-five thousand men, and we have only ten thousand.

If Japan made war on us tomorrow she could reach Manila in six days with eleven battleships and six armored cruisers. Before our Atlantic fleet could reach Cape Horn she could put a fully equipped army corps of over forty thousand men into the

Philippines. Against overwhelming naval odds our four armored cruisers, which are *en route* to the Far East, would have to seek a rendezvous with the Atlantic fleet. The big floating drydock which was towed via Suez would probably have to be destroyed or fall into the hands of the enemy. Our ten thousand infantry and cavalry scattered over the islands would be besieged.

By the time our fleet had arrived Japan would have made a naval base at Manila or Subig Bay and would be standing ready in her own doorway to receive the stranger.

cause we had not made Manila a secure harbor.

When the Canal is built the Atlantic fleet will have a route to the Pacific, and with Hawaii and Manila well fortified protected bases will be in readiness. Then it may take its time to go, and it may fight with clean bottoms. Are we going to hold the Philippines? Are we going to maintain ourselves as a great power on the Pacific?

Japan's want of funds and not our strength is the present guarantee of peace. However, it is not wise to count too much



NATIVE VILLAGE, PHILIPPINE ISLANDS

We would have absolutely no harbor which we could enter. She would choose her time and place for the fight, allowing us to stew on the tropical sea and use up our coal supply. All the advantages of position Togo had over Rojstvensky he would have over us. The confidence of the Japanese is enormous. According to naval precedent under such a handicap we ought to outnumber the Japanese by four to three, which is the present ratio of our superiority. After we had won we would be securing only the islands we had lost—and lost be-

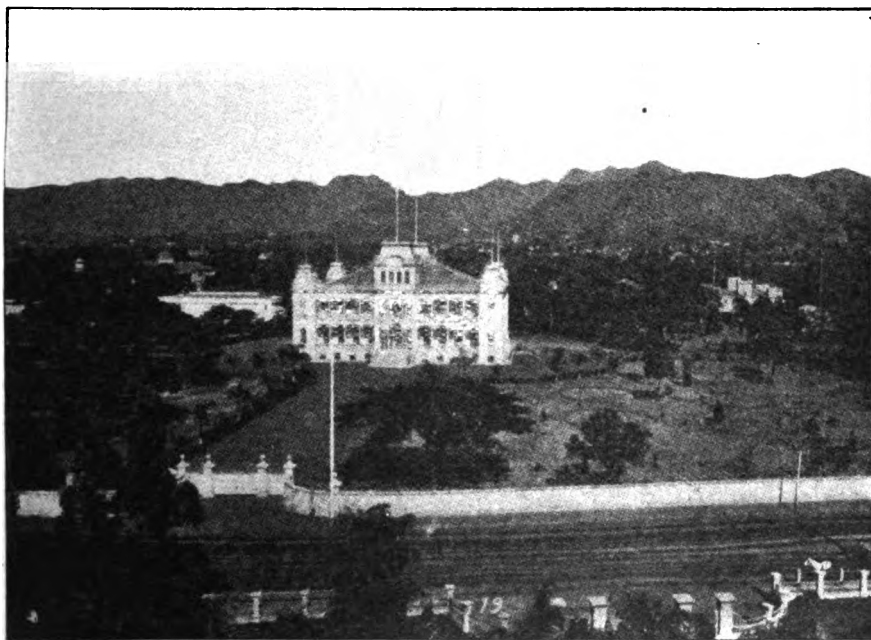
on wealth and numbers. This would be a naval campaign pure and simple, and naval warfare is cheap beside land warfare. The main extra expenses of a force always on war footing are ammunition and coal. Out of the vast sum we have spent in the Philippines only \$20,000,000 is charged to the navy.

Any policy of Japan's or ours which tends to make us unpopular in the Far East injures our position as her commercial competitor. That sentiment on the Pacific Coast which would break our treaty obliga-

tions with a friendly nation can only be logical by advocating half a dozen new battleships at the next session of Congress and a provision for the speedy manning and the rapid construction of our Asiatic coast defenses. The best way of keeping any nation's friendship is by never giving her any selfish object for being unfriendly. Besides, no American who has been in the Far East ever likes to consider that his flag is under the threat, however polite, of being hauled down even temporarily. Should it ever be hauled down temporarily there

would be augmented and further governmental differences assured

The Japs are somewhat like ourselves. They have done everything they could to keep the foreign businessman out of Japan and the government has taxed all articles that are used by foreigners in Japan. Thus it has its own protective tariff to that extent. The Japs do not like any other race. They are as jealous of their race and history as we are and, moreover, they are ready to fight in defense of their nation at the drop of the hat. Peace is assured, for



THE QUEEN'S PALACE, HONOLULU, HAWAIIAN ISLANDS

will be no Portsmouth until it has gone up to stay permanently."

We have not, as yet, been overrun with Japanese immigration. The Japanese understand our objection to their race. They object just as strenuously against our own, but when they wanted our friendship they restricted emigration to the United States. The population of Japan increases at the rate of 600,000 a year and she could add to the present situation on the Pacific Coast by sending half of that increase to us each year. There is no restriction against Japanese. The school situation as it now stands

a time, because the Empire is out of money, but it will have some one of these days.

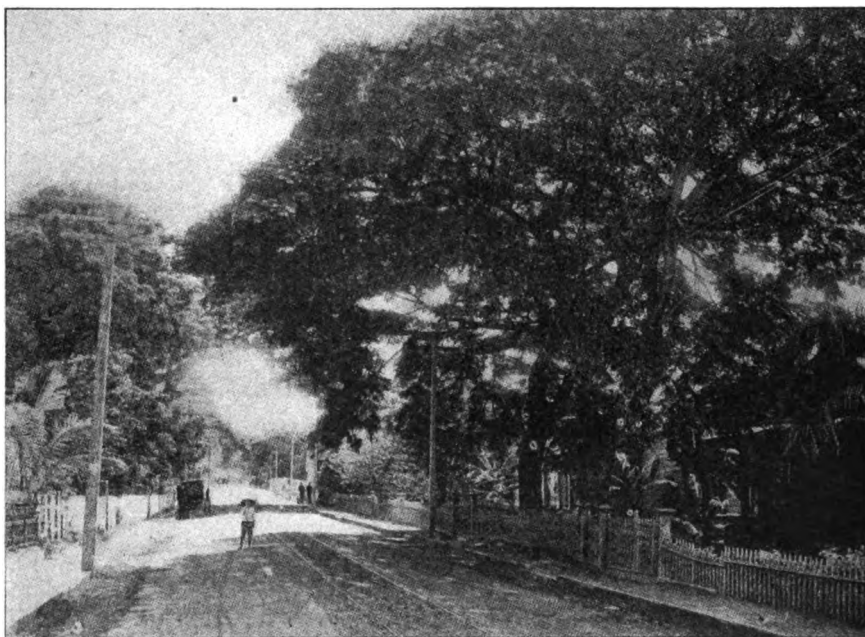
All Europe is alive to the situation and the comments of the press show that little sympathy is held for the United States. The *Paris Figaro* said: "Do the North-Americans wish to abolish the rainbow? Red Indians, negroes, yellow Asiatics, all the colors are to be banished from the soil of the United States. Putting out of the question the black and the red, here we find the Japanese protesting against the somewhat rude and exclusive usages of the Americans. The Chinese have already com-



plained. Chinese students, etc., even a member of the Chinese Legation, were detained at Ellis Island as coolies."

The *Frankfurter Zeitung* said: "The Philippines present an enticing object to the eyes of Japan, and it is believed in the United States that Japan's mouth is watering for the islands. There are only 20,000 American soldiers in the archipelago, a quite insufficient force to protect it. America's only means of defending it is her fleet. She has only fifteen ships of various classes in the Pacific, so that it is easily to be under-

ties of another nation. If California persists, the Japanese Government and people will come to the conclusion that treaty obligations are being set aside by the United States, and that Japanese subjects are being treated with gross indignity. Japan is in a position to retaliate. She can say, if Japanese are not good enough to mix with Americans, then Americans are not good enough to mix with Japanese. The day she says that, a great and growing branch of American commerce is likely to go by the board. A Chinese boycott on no great scale



STREET SCENE, HONOLULU

stood why the protest of the Japanese Ambassador should make Washington a little nervous."

The *London Times* said: "The Japanese Government are fully aware that what they complain of is a purely local affair, and with that remarkable power of taking perfectly detached views which the Japanese have manifested they will doubtless give full weight to the consideration that in other parts of the Union Japanese subjects are properly treated. Still, they can not be expected to carry beyond a certain point their allowance for the municipal difficul-

ties found extremely inconvenient. A Japanese boycott will be very much more serious. Its effects would be very heavily felt by the offending State because San Francisco is the center of a great trade with the East and the home port for important lines of American steamers. It is not always that the offender bears the brunt of his mischief, and perhaps in the fact that in this case he will do so lies the best hope of a settlement of the question."

The *Economiste Francais* said: "The Asiatics, who are compelled to emigrate, and desire to enjoy liberty in doing so, are

easily able to defend themselves. This has been shown not only by the Japanese victories over the Russians, but by the Chinese boycott of American goods. They ought to have their share, and not to be excluded on all sides. Many complications, present and future, would doubtless be obviated if the Philippines could, by some arrangement or other, be handed over to the Japanese, for the archipelagoes of the Pacific seem to afford a natural outlet for the spread of the yellow race."

And the *San Francisco Chronicle* said:

"The mass of the Hawaiian population is non-Caucasian. Of the non-Caucasians the Japanese is the dominant race. No human power can long prevent the assimilation of

the civilization of any country to that of the mass of its inhabitants. For all practical purposes Hawaii is today a Japanese colony. What we are fighting for on this coast is that California and Oregon and Washington shall not become what the territory of Hawaii now is. If the Japanese are permitted to come here freely nothing can prevent that except revolution and massacre, which would be certain."

So, we are not unaware of our true position, nor are we unadvised of how our national position is regarded by the rest of the world. The question is, shall something be done to place us in a position to defend ourselves at every point and remove the temptation for war or will we depend upon diplomacy, and take our chances?

## Workingman's Insurance.

BY DAVID KINLEY, UNIVERSITY OF ILLINOIS.



INSURANCE against accidents, occupational diseases, sickness, invalidism and old age is an established institution in some of the countries of Europe. Even England, the home of individualism, has gone so far as to pass a law providing for compensation to workmen for injuries incurred in the course of their occupation. Our country alone of all the great industrial countries has done nothing.

The ordinary man's opinion is that there is no need for such a law in this country, because with their higher rate of wages and greater intelligence our workingmen are able to take care of themselves, and that the occurrence of industrial accidents is not frequent enough to justify it. The facts, however, are all against this view. The statistics are not very full on the subject and such as exist relate to accidents in particular occupations. Therefore this article does not discuss insurance for invalidism, sickness or old age; yet we will find enough for serious thought.

In Illinois, in the year ended June 30, 1905, 904 persons were killed on the steam

railroads, twenty-nine on electric surface and elevated railways, and 199 in work connected with coal mining. This gives a total of 1,132 persons killed within one year in work connected with these two lines of industry. During the same year, 4,577 persons were injured on the steam railroads of the state, 491 on the electric railways, and 535 in and about coal mines, giving an aggregate of 5,603 who were made unable to work for a longer or shorter time in these two kinds of employment alone. We have no figures of accidents or deaths in other industries of the State. If we could add to the above numbers those for the iron and steel industry, the packing-house industry, agriculture and the numerous smaller industries, the total might easily be doubled; for the number of persons employed in the thirty-nine principal industries of the State in 1905, not including coal mining and railroading, was 274,467.

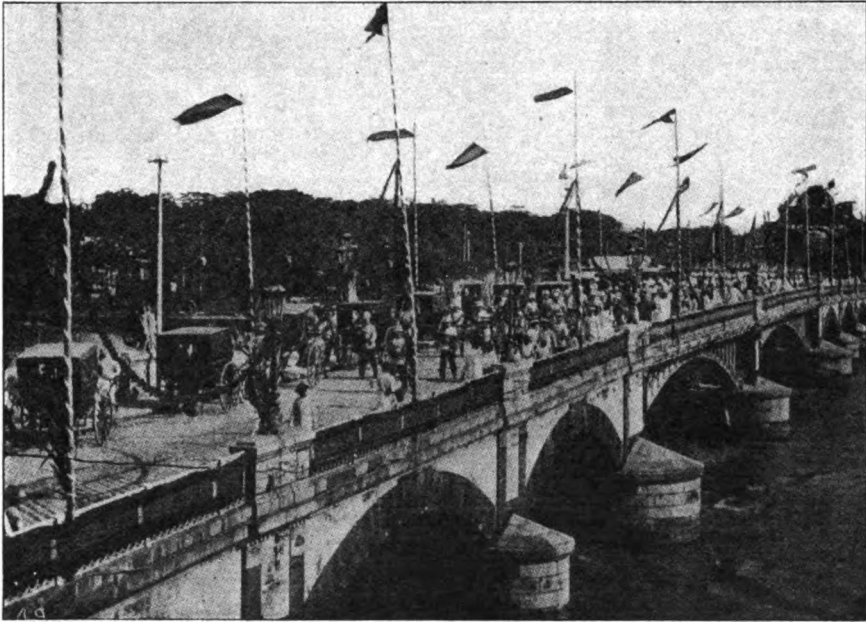
Now, what do such figures signify? In coal mining 3.4 were killed in every thousand employed. Of those injured in coal mining, in the year in question, a little over 58 per cent were married men, with famil-

ies; and of those killed 116 were married. The two classes together had 1,402 persons dependent on them. One hundred and fourteen women were made widows and 270 children were made orphans, without adequate means of support in many cases. The number of days' work lost was 28,309 in this one industry alone. Without doubt many of these people became objects of public and private charity.

At present the only way in which an injured workingman, or the heirs of one who is killed, can get recompense is by suing the

than the law-awards in a successful suit, and both parties would avoid the expense of the litigation. The workingman could afford to take a little less in compensation if he knew that the reward was certain and did not entail the cost of a suit. It is doubtful whether the employer in the long run would have to pay out any more under a reasonable scale of compensation, because the additional payments would be largely met by the saving of the legal expense.

Moreover, injustice is done in many cases because the injured person or his depend-



BRIDGE OF SPAIN, MANILA

employer; he can get damages then only if he can prove that the injury or death was the result of the employer's negligence. If the suit is successful the plaintiff gets what probably will be fair damages, out of which he has to pay large lawyers' fees and other costs, leaving a small amount for himself or his dependents. On the other hand, the employer is mulcted in damages and in addition has to pay large lawyers' fees and costs. Under a compensation law, with a fixed scale of damages, which the employer would have to pay, the average amount paid in such a case certainly would be no more

than the law-awards in a successful suit, and both parties would avoid the expense of the litigation. The workingman could afford to take a little less in compensation if he knew that the reward was certain and did not entail the cost of a suit. It is doubtful whether the employer in the long run would have to pay out any more under a reasonable scale of compensation, because the additional payments would be largely met by the saving of the legal expense.

Moreover, injustice is done in many cases because the injured person or his depend-

spective of the employer's liability, the employer should be compelled to insure against his probable payments, so that the workman would be protected in the event of his employer's failure. The imperfect working of the compensation law in England is partly due to the absence of a clause compelling insurance. I heard it said this summer that in the opinion of Herbert Gladstone, the author of an amended bill now before Parliament, a compensation law would not be effective unless insurance was made compulsory.

Another phase of the subject we must not forget. A great many workmen suffer from what are called occupational diseases. In this country we have paid too little attention to the suffering and loss caused by these, although from time to time we hear of a case, if it happens to be peculiarly bad. The average workman cannot afford to pay

large doctors' bills made necessary by such causes and consequently he neglects himself and becomes less efficient as a worker.

Why should not the cost of insurance against accidents and diseases caused by the occupation be counted as part of the cost of protection as reasonably as the cost of fire insurance? It would not probably be an undue burden on the employer and it would not have an appreciable effect on prices.

If a law were passed providing compensation, of course the workingman should be compelled to give up his right to sue under the common law. He should not have two remedies open to him.

Corporations insure their employes now; but this is to protect themselves, not their employes. It means that the workingman must sue an insurance company instead of his employer, in case of an accident.

## The Adolescence Of Number Eighty-Seven.

BY ARTHUR STRINGER.

Copyright 1906, *The Metropolitan Magazine*.



HE prairie drift-snow shrilled and whined under the slowly moving wheels, as the engine for Number Three backed down to the ice-lung water-tank. To Web Ross, up in the cab, it sounded loud and ludicrous, like the squealing of a train-load of hungry pigs.

In the thermometer against the wall of the squat little Canadian Pacific station-house the mercury was frozen in the bulb. It was at least forty degrees below zero. Just how much colder than that it might be, neither Web nor the thermometer could tell.

But as the high-shouldered young engineer swung down from the cab steps, with his oil-can and his waste in his hand, he noticed that the snow crunched sharp and crisp under his boots, like dry charcoal, and he could feel the sting of the keen air in his nostrils.

"Cold work, eh?" said a voice, almost at his shoulder.

Web looked around, unconcernedly, as any man of solemn responsibilities should. Three months before he had been a wiper in the Moosehead roundhouse. To reach the throttle after only a quarter of a year of firing was unusual, tending, naturally enough, to give a man an undue sense of his own importance. But three months before, the engineer of the Transcontinental Express had been blown from the cab of his huge camelback by the bursting of a steam pipe. A trackman had found him with a broken hip, and sent the alarm east and west, to keep the road clear for the wildcat train. It was Web who volunteered to pull out of Moosehead on a special engine and take the rail ahead of the runaway, slowing down gradually, until he was able to jump from his tender to the pilot of the wildcat, and then scramble perilously

up to the cab and shut off the throttle. So Web had accepted his subscription gold watch with a grin and taken a little pride in his promotion.

"Uncommon cold!" repeated the stranger, stepping a little nearer. His face was muffled in the upturned corner of his heavy overcoat, and he cluttered his heels, boyishly, on the trodden snow.

Web was busy watching the black oil drip into the polished brass cup.

"Cold as hell!" he answered, offhanded.

"New engine, eh?" asked the black-coated stranger, not to be shaken off.

"Yep," said Web, with his handful of waste, as he petted the great shimmering piston-rod, very much as a winning jockey might rub down the withers of a race-horse. "Yep; she's new enough!"

He looked up at her approvingly. She stood a good fourteen feet from the crest of the rail to the top of the boiler-shell.

"He is a big fellow, isn't he?" remarked the amiably disposed stranger.

The driver of the twelve-wheeled monster snorted aloud.

"Fellow? She's no fellow! She's woman, through and through!" He pointed at her with his long-nosed oiling-can. "There's her petticoat, to prove it!"

"What's her speed, when you force her?"

"Her speed?" echoed the man with the oil-can, as his arm went recklessly in among the great shining shafts. "Well, she's such a gawk of a girl yet, I hate to push her. There's no use bein' too hard on her, for a while yet, anyway! So we've got to kind o' coax the speed out of her yet. She's touchy, too, touchy as a four-year-old girl!"

But he was proud of her; the stranger knew that by the way in which Web rubbed down the polished rods.

"I've seen her wobble along, in her sore-legged kind o' way, doin' her mile in forty-seven seconds!"

"Then what would she do that run from Police Creek to Deerhead in, if she was pushed?" the stranger asked.

"You'll see her do it in thirty-five minutes tonight, if you're on board!" answered the young engineer. He turned to wipe a stain off her jacket—it was almost the same touch that a mother gives to wipe

away a child's tear. "Just wait until she finds herself! She's still kind of ashamed o' showing her ankles now, which ain't good for a girl who's got to do the most loose-jointed work that steam and cylinder was ever set at." Web chuckled at his own personifying jocularly. "She's too skittish yet, and needs another month or two of pettin' down and coaxin' out, and *then* you'll see that eighteen by twenty-six cylinder of her's getting in its fine work!"

The stranger was on the cab steps, peering about the tender and boiler head and cab windows.

"She's got to learn her table manners yet, too," said Web. He was young, and he liked to talk. "She eats coal like a hog—has the dirtiest habits of any Brooks I ever saw! But me and Tom's been teachin' her things, and she's willin', mighty willin', to learn!"

"I see you haven't got those white train-markers on, instead of green!" laughed the stranger, waving his gloved hand toward the waiting express cars.

"No, by Gawd, but we've got two Winchester and two picked men on board, and I guess they'll answer about as well!"

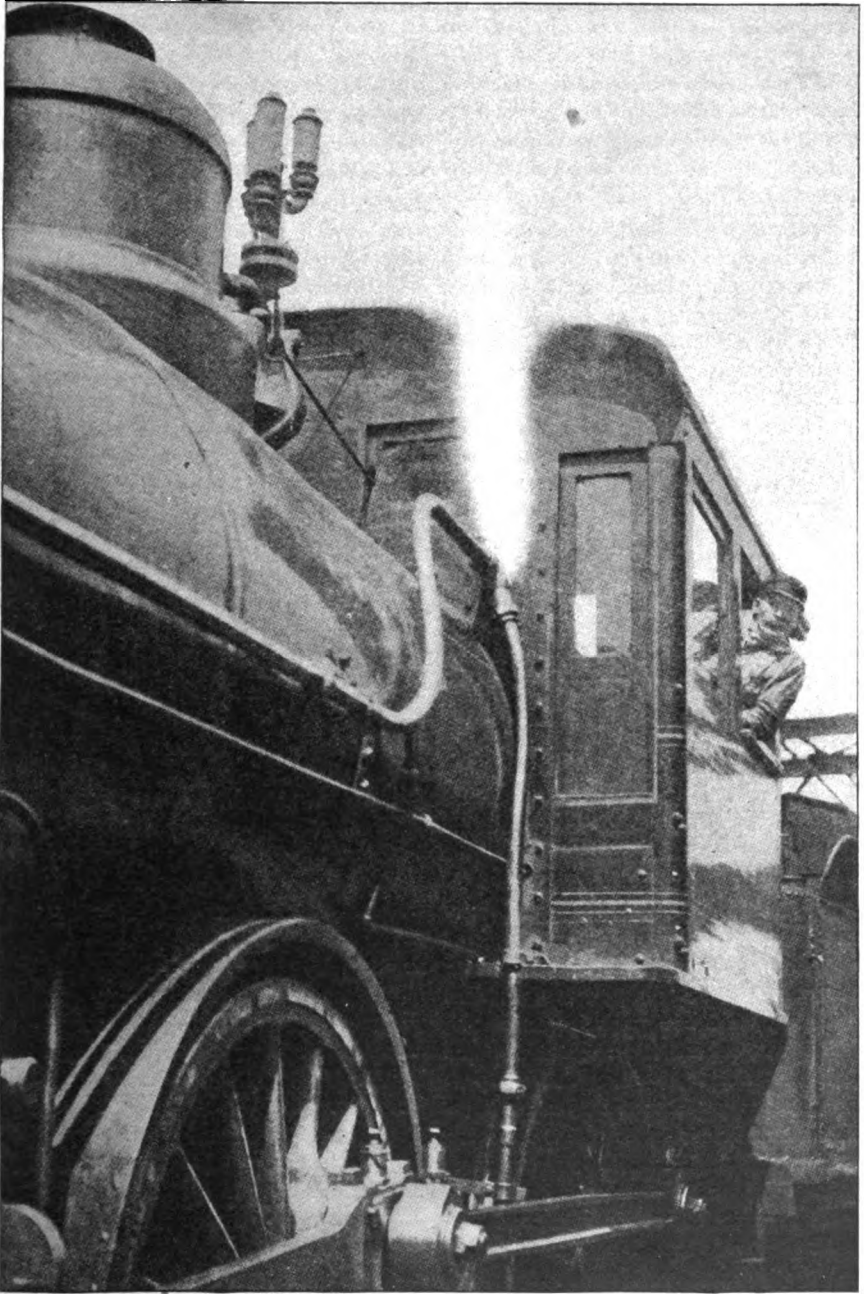
"I hear that Collins, who ought to be going out on this run, kind of flunked!"

"It's a lie," cried Web, "he's sick! He's damned near dead, that's what *he* is—wife sittin' up two nights, puttin' plasters on him!"

The reference was twofold. Some amiable lunatic had written to the Division Superintendent saying he needed a few thousand dollars, and desired the road, if they cared to treat with him before certain things might happen, to place white markers instead of green on their East-bound express. This in itself was nothing. But three times in two weeks switch-locks had been tampered with, and a local and a lumber-train had come to grief, and not without loss of life.

"Well, I guess there's nothing much doing, *this* kind of weather, anyway," remarked the stranger, with his muffled but companionable laugh.

Web swung himself up on the cab steps, for out of the clear, windless air of the late afternoon they could hear the incoming



NUMBER EIGHTY SEVEN GRUNTED A RESPONSE TO THE THROTTLE-MOVE AND SEEMED TO SHAKE HERSELF FROM HER SLEEP

West-bound scream, and scream, and scream again. Then across the open prairie glare they could hear the reverberant rumble and roar. A moment later she wheeled into sight, belching a pennant of pearl-colored steam, with rose-tinted edges, in the late afternoon sun. She staggered to a standstill, her great shoulders hunched arrogantly up, panting and blowing with what seemed a sense of her own importance.

A man ran crunchingly down the platform with a sheet of yellow flimsy paper in his hand. The black-coated stranger boarded the train.

As Web disappeared behind his oil-stained canvas curtain the lurnished bell swung noisily once or twice, a cloud of pearl and old-rose steam surrounded the twelve great wheels, Number Eighty-Seven granted a response to the throttle and seemed to shake herself from her sleep. The drift snow shrilled and whined, and the great steel belly, in which a family might house, hissed forth her power, and the East-bound was on her way again.

Many eyes watched her curiously from the squat little station, for already the news that she carried two armed guards on board, and that her express-car safes held forty thousand dollars in Ashcroft gold-dust had spread about the little frost-bound town. But as Web's friend had hinted, it was not felt to be exactly the right sort of weather for road-agent romancing.

Web was happy. He found nothing depressing in the silences and the snowy desolation of the northern twilight. The snow glare, with the on-coming of night, had died down, and the endless, undulating plain of white had taken on a tint that seemed the softest of pinks. Now it was blue, lifeless, steel blue; and Number Eighty-Seven and her train, to Web, seemed a feverish needle of life flashing across some limitless fabric of blue-tinted silence. It seemed warm and homelike in the cab, for Tom Wasley, who was firing for Web, had closed the overhead ventilator, to keep out the penetrating night air. He and Tom were facing what two other runners had shied at, yet each of them appeared unruffled, undisturbed, altogether at home. To them it was prosaic; all in the day's

work. And old Tom did not even resent the younger man's presence on "the throttle-side." With one it was the recklessness of youth, with the other, the resignation of age.

As Eighty-Seven took the sharp curve at Titburn Bridge, and the heavy coaches twisted and creaked in her wake, Web put a hand on the sand-lever, squinted at his gauge, and let her take the up-grade wide open. Web knew that the working-pressure of his eighty-seven-inch boiler was well over two hundred and ten pounds. She seemed so responsive, "so all-fired ready to learn," as Tom had put it, so eager to show her new-found speed and strength that Web, keeping a strained eye out for the switch-lamps as they pounded down into Police Creek, felt a wordless resentment for the wreckers who had the heart to endanger so fine and finished a goddess of steel. He felt that she was almost human.

"I'd say she was *slobberin'* less than usual," he called to Tom Wasley. He turned from his window, and saw that the fireman was not in the cab.

Instead of Tom Wasley he beheld the black-coated stranger who had spoken with him at the beginning of the run. It filled him with a quiet and sullen wonder that this stranger should be menacing him with a glimmering pistol-barrel.

"I want you to slow down," he said quietly, but firmly. Web noticed that through each swing and lurch of the cab the menacing revolver pointed undeviatingly at one point just between his eyes.

"I want you to slow down, and do it pretty quick, too," said the stranger once more.

"What's all this joshin', anyway?" demanded the amazed engineer.

"I'm not joshin'! Stop this train, and stop it quick!"

"What for?" demanded Web.

"To save your head getting a hole in it. Shut that throttle, you damned numskull, or I'll plug you!" And he sealed his determination with a sharp oath.

Eighty-Seven slowed down, shudderingly. "Now you climb back and cut off this engine and tender—quick!"

Web had hesitated to weigh his chances

in a hand-to-hand tussle, but the ever-menacing gun-barrel gave him no chance. He felt that perhaps his moment would come later. At any rate, he decided, as he swung sulkily down before his oppressor, he would have to wait for that moment. Already the train men were marveling at the stop. Sixty seconds would give him his chance.

But the man in the black overcoat was wary, and Web knew that the hand that was reckless enough to hold up the Imperial Limited would not be apt to hesitate very long before a life or two, when he found his chances for escape cut off. But still it was worth the fight, if he could only get a chance.

He climbed back into the cab with nimble sulkiness, yet with that ever-present barrel of steel bristling somewhere about the back of his neck.

"Now send her ahead, full speed. And I want you to remember, young man, that I know this road a little better than you imagine. When we're a mile this side of Deerhead, with the bridge and the little mission church on the left, I don't want any slowing up. I want you to go through that Deerhead station pard at a mile a minute. You understand?"

"I've got an inkling," answered Web, giving the lever another notch or two. He looked at the other man grimly, and grinned.

"Ain't this expensive work?" he asked.

"Maybe it is, but it's the kind I like," answered the stranger. He groped backward to the tender, and with his free hand flung down two heavy satchels and a canvas mail-bag cut in half.

From the mail-bag fell a little shower of letters. Web noticed that each one of these letters, for all the careless way in which the stranger kicked them together on the grimy cab floor, bore a registered stamp. Web assumed, from this, that the operations in the express and mail car had been carefully and thoroughly carried on. He wondered, vaguely, if the two satchels held the Ashcroft gold, and he also wondered if old Tom Wasley had been hauled back over the tender and locked in with the messengers and mail clerks. He questioned, too, if the one man had done his

work alone. Then a still more appalling thought came to Web; he himself would be called up on the carpet for the part he had been forced to play in the whole business.

Web decided that nothing could at least be lost by talking. Sulking did no good. He must simply grin and bear it, and wait his chance.

He turned to the highwayman, who had guardedly flung the scattered mail into the open sack, and knotted it at the top.

"How far are we goin', anyway?" asked Web. He had been wondering how long it would be before the abandoned train crew had the news of the hold-up on the wire, and where the first interference from the outside world would come from. Eighty-Seven wasn't flinging herself; Web knew she hated to leave her train behind.

"You're going just as far as I say," was the curt reply. "And from the look of that steam gauge you'd better fire up a little."

Web had hoped for a chance, with the heavy steel shovel once in his hand; but at every move he saw the lynx-like eye of his enemy following him. So he shoveled in sullen silence. After all, it was all in the day's work. It might have been another open switch, and another eight cars overturned. He had hoped, at first, that Number Eighty-Seven would "lay down on him;" now, as he glanced out into the blue-white desolation of the frost-bound prairie, he knew that nothing good could come of being stranded in emptiness, with the mercury on the lower side of the forty mark.

He watched the needle on his steam gauge go higher and higher, shut off the injector for a minute or two, and threw the throttle back to the last notch. He began to worry a little about the driving-wheels—caststeel did strange things, sometimes, in sixty degrees of frost—but the man had asked for speed, and he was giving it to him.

"Keep this up until we're twelve miles past Deerhead, right through. When we get to the stretch of timber there, I want you to slow down. When I drop off I want you to go right ahead—no running back to Deerhead—and I don't think you'll gain



anything by being in too much of a hurry, either!"

Web grinned, and put on the pump again, for the steam was hissing and singing through the safety valve, blue and dry and hard.

"You'd better fire up again," suggested the highwayman.

"We're hammerin' her pretty hard," demurred the young engineer.

"It'll do her good."

"But she's my engine, and I've got to watch her!"

"She's got to travel faster, I say."

Web glared across the swaying cab at his enemy. This was all he got for it; this was all his thanks for pounding the spirit out of her, and threatening those beautiful big six-foot driving-wheels on that pounding track.

"I tell you I've got to save her crown sheet," declared Web.

"Crown sheet be damned! I've got to get past Deerhead before Sanderson gets his wire in, and, by God, it won't go easy with you if I don't, either."

"I tell you the water's giving out," yelled Web. This was a lie, though the young guardian of Eighty-Seven almost wished it was true.

"Then push her through to the last foot and as fast as she can make it, too!"

Web was about to retort, angrily, but as his glance instinctively fell along the glistening line of steel under his pilot an idea came to him. He suddenly remembered that only one thing could happen if she took the switch at the Deerhead station-yard at that rate of speed. Seventy miles an hour over a loose-jointed point-switch—there could be only one outcome! But it would put a stop to this high-handed traveling, and to the career of his black-coated friend, and she would go over on the left, he felt sure, so he could jump for it from his cab step.

Web's second idea was not such a happy one. It would mean the death of Number Eighty-Seven. It would be killing her, to gain his point. It would seem like murder. It meant crippling and breaking her spirit—just when she was beginning to know what life was, just when she was beginning to

answer to every touch, and obey every move and order. *She* would never treat him in that way!

But he must decide quickly, he told himself, for already he could catch the glimmer of the Deerhead yard lamps. Even at the best there was risk in it; even at the best, he told himself, it was cruelty to the old girl.

"Pound her through," ordered the highwayman, as he called her a foul name, and clung to the swaying window rail at the other side of the cab, "and let her blow up when she damn pleases."

Web clamped his jaw, and again shut off the injector to allow her to pick up. Then his hand shot out to the whistle lever, and her sudden shriek tore a hole in the silence of the prairie night.

"What in hell d'you mean by that?" cried the other man, leaping forward, white with rage.

"But that's orders."

"You take your orders from me, this time! I don't want that whole town swarming down to the track, you fool!"

Web watched the switch lamp dance and swim up to them. He stood ready, waiting.

It was the unexpected that happened. He could feel the pound of the switch point, the quick lurch and swing. In another moment he expected to feel the shuddering thud of her wheels on the sleepers. Instead of that a mass of steel tore whistling through the left-hand side of the cab, carrying away iron and woodwork as it went. Then came another, and another.

Web understood what it meant. The huge rim of one of the great driving-wheels had broken, and fragments of it kept cannonading up through the frail shell of the cab as the great mass flew madly round.

Instinctively Web's arm shot out to the lever, and he shut her off. He turned to explain why. He had, for a moment, even forgotten the presence of the other man. And that menacing gun-barrel might have barked out at him by mistake, and it would have been all over, forever.

Web gasped, and the sound was like air rushing into an opened air pipe. The highwayman lay against the tender unconscious, with his cheek torn open.

Eighty-Seven had got even with him. She had held him up! She had cannonaded him with her bolts of wrath! She had given him as good as she had taken!

The jolting engine shuddered to a standstill, and over the dry, hard snow sounded the whirl of feet and the cry of excited voices. Web swung himself down from the cab steps. For all the cold, oily drops of sweat clung to his gray-white forehead, and the muscles in his jaw were working.

"What's happened there? What's happened?" cried the Deerhead night operator, running up with a lantern.

Web leaned against the driving rod, for under his oil-stained overalls his legs were shaking and quaking. Then he wiped his forehead, and cursed hysterically.

"I bust you up, old girl! I bust you up," he moaned.

He picked up a piece of broken steel, bright like silver on the raw edge, and gazed at it stupidly. Then he dropped it, and laughed a little. The first effects of his shock were passing away.

"What happened down here, anyway?" the operator was demanding.

Web looked at him, and then gazed at his disabled engine, regretfully. Then he pointed toward the cab.

"By God, O'Higgins, *she's human*," he declared, inconsequentially, but with great conviction.

"Who's human? What's human?"

"This old girl of mine! She's human, I tell you—and I've gone and broken her spirit!"

He groped about the injured wheel sorrowingly, shaking a melancholy head. Then he looked up and called out to O'Higgins, the operator.

"There's a road-agent up in that cab you'd better look after. Yes, I say a road-agent. You may think I'm a fool, O'Higgins, but I'll blister in hell if *Eighty-Seven didn't turn and hold the cuss up, herself!*"

The operator swung back the oil-stained canvas curtain, and peered into the cab.

"Poor old girl!" said Web, fingering the raw edge of the broken steel. Then he wiped his forehead, and shook his head again.

"I'll get hell for this," he said, dejectedly, taking still another spiritless look at his broken engine.

## Two Panama Life Stories.

BY EDWIN E. SLOSSON AND GARDNER RICHARDSON.

*By Permission The Independent.*

### The Story Of A Jamaican Carpenter.

**I**T was a hot Sunday afternoon in February, as we were strolling through the negro quarter of Culebra, that we met the two men whose portraits we give here. We were anxious not to leave Panama without a life story of a workman on the Canal to add to the series of brief autobiographies of undistinguished people which has been a special attraction in *The Independent* for several years. So, finding our new acquaintance a man of unusual intelligence and experience, since he had been on the

Isthmus for twelve years, under three different canal administrations, we asked him to tell us the story of his life. He kindly consented, and, sitting on a dry goods box underneath the stilted floor of one of the old French houses, while around us the laborers from the West Indies were cooking their yams and plantains in kettles on the outdoor fires, we took the notes from which this narrative is written. Both this and the following story are, as nearly as possible, told to the reader as they were told to us, but since we could not give the narra-

tors a chance to hear and revise them in their completed form, according to our custom with such life stories, we are not authorized to sign their names as authors. As an additional human document in the field of Jamaican psychology, we append the following characteristic application for a raise in wages from a laborer at Paraiso, C. Z.:

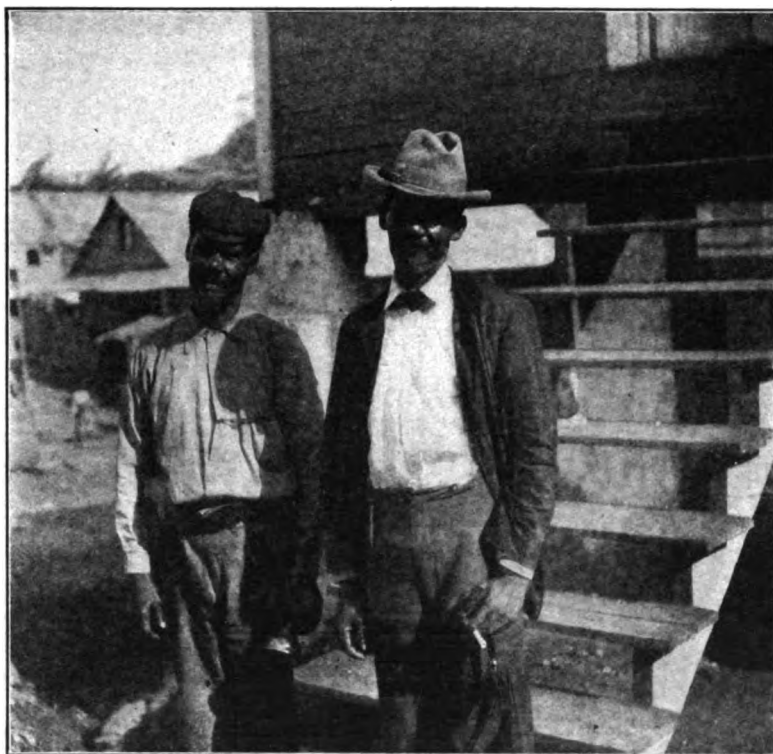
Please most honorable boss I your obedient servant J Conrad Graves has beg you sir to the uttermost to recommend him to

May the lord bless you sir and be with you always and may he get you on both healthy and wealthy through his dear name and mercy sake

I your obedient Servant

J. CONRAD GRAVES.

We have not seen the reply to this respectful epistle, but we know in substance what it was. It must have said that Uncle Sam was not rich enough to pay more than 10 cents an hour for ditch digging, no mat-



JAMAICAN CARPENTER AND MECHANIC. THE ONE ON THE RIGHT TOLD THE STORY.

get a little more money than what he am getting. My dear boss our wages are very small I can scarcely see my way through my dear master I have to buy food so dare clothes & books and that been for the border of seven months working here at Paraiso only and during the time no falt has never been found of me.

Thank God my dear master I may not be pleasing to your eyes but dear sir I beg thee to pardon me for it so dear boss grant me that kindness for Christ sake.

ter how diligent and faithful, and that even the offer of 13 cents an hour formerly given for extra efficient service had been withdrawn.—E. E. S. and G. R.

I was born in a grass thatched hut in the little village of St. Mary's, back in the mountains of Jamaica. My father was a tailor, and I had eight brothers and sisters. I went for four years to a Wesleyan school in the next parish. I wanted to work with my brains, instead of my hands alone, so I learned the carpenter's trade. But I couldn't

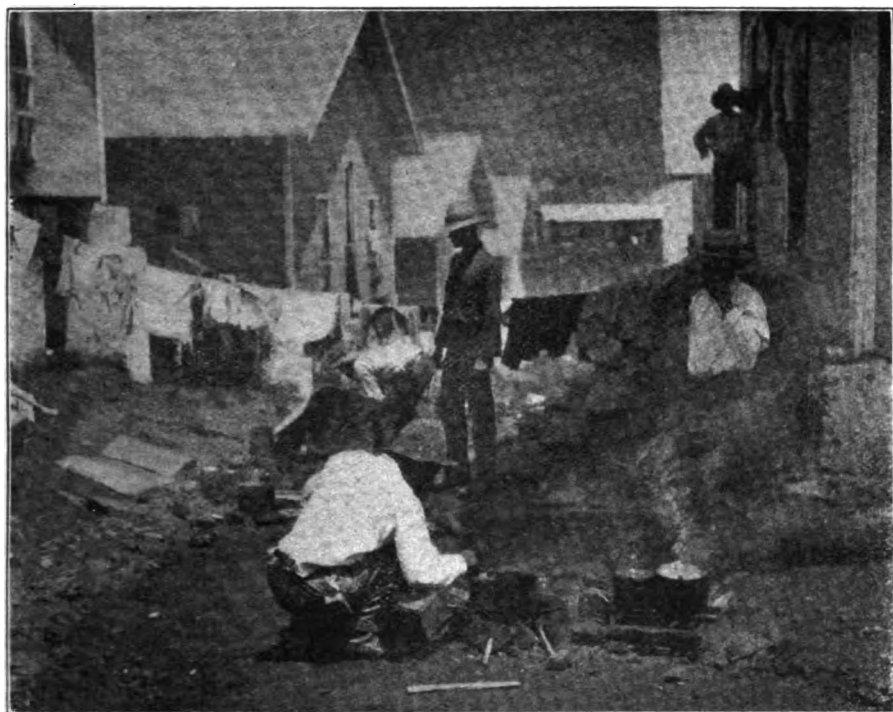
get any business as a carpenter, so I had to support myself doing odd jobs, and lived on what I raised on my half acre of land.

Cultivation makes a man more independent, but he does not get much money. A carpenter gets four shilling a day. But I could raise plenty of yams and bananas. It is cheap living there. What a shilling gets in Jamaica a dollar wouldn't buy here.

Cocoa and tobacco are the principal products raised there. The cocoa is spread out in the sun to dry, and if a shower came up

mas and Independence Day, August 1st. when slavery was done away. We went on excursions, on foot, or on horseback or with two-wheeled carts and had sports and dances and social times with cake and lemonade. These and going to church with the girls were our chief amusements. I became a Catholic. They have a grander service than the Wesleyans and more rules. A priest comes around every little while and tells you what to do.

Here I go to the Church of England, be-



JAMAICAN LABORERS COOKING AMONG THE OLD FRENCH HOUSES AT CULEBRA

it would mildew. Now, they have steam drying. Sometimes a hurricane comes and blows down all the cocoa trees flat. The banana trees too. The bananas grow again from the roots, but for a time the steamers can't get a bunch. They make rum out of the sugar cane, and it is very cheap. You can get a quart of good old Jamaica rum for two shillings. But the law won't let you buy much rum at one time. The women drink mostly ale and porter.

We had three holidays, Easter, Christ-

mas and Independence Day, August 1st. when slavery was done away. We went on excursions, on foot, or on horseback or with two-wheeled carts and had sports and dances and social times with cake and lemonade. These and going to church with the girls were our chief amusements. I became a Catholic. They have a grander service than the Wesleyans and more rules. A priest comes around every little while and tells you what to do.

Here I go to the Church of England, be-

I first came to Panama in 1894; not to Colon, but to Bocas del Toro, a long way up the coast, in the banana country. I

worked as a common laborer on a banana plantation for a year. It was a hard life and board was rough, and we only got thirty cents a day. We slept ten or twelve together in one house, open with a palm roof. We were given rice, codfish and sour beef to eat. Bananas, too, of course, ripe and green. A green banana, properly cooked, eats well. It was hot and rainy and hard work cleaning out [weeding] all day. I was glad to get back home.

help it. We are free people. Besides this deposit you have to pay twenty shillings in advance for deck passage from Jamaica. I was seasick all the way; passage was very rough. I was not vaccinated, as I had had smallpox in Jamaica. When I came to Empire there were about a thousand men working in the great Culebra Cut, coming and going all the time.

Things were very different in those days. The French did not pay as much wages as



NEW TYPE OF BACHELORS' QUARTERS FOR LABORERS.

Those that came back from the canal told us that we could get better things to eat there, so I came to Colon. When a man leaves Kingston he has to pay twenty-five shillings down. He gets it back when he returns to Jamaica. The Government learned that lesson from the first French Canal, because when that failed they had to send a boat to the Isthmus to get the Jamaicans left there, and it cost a lot of money. The Government don't want people to come to the Isthmus, but they can't

the Americans, but living was cheaper. Then laborers got 60 cents a day; now they get 80 cents. Under the French there were a lot of market gardens here. The Americans exclude them from the Zone and they go into the bush. Pork was 12½ cents a pound then; now it is 25. Fresh beef was 12½ cents; now 20 cents; bone, 5 cents. You could get sixty yams for a dollar then; now you get sixteen.

Under French rule, the men had to work ten hours a day; now they work eight, but

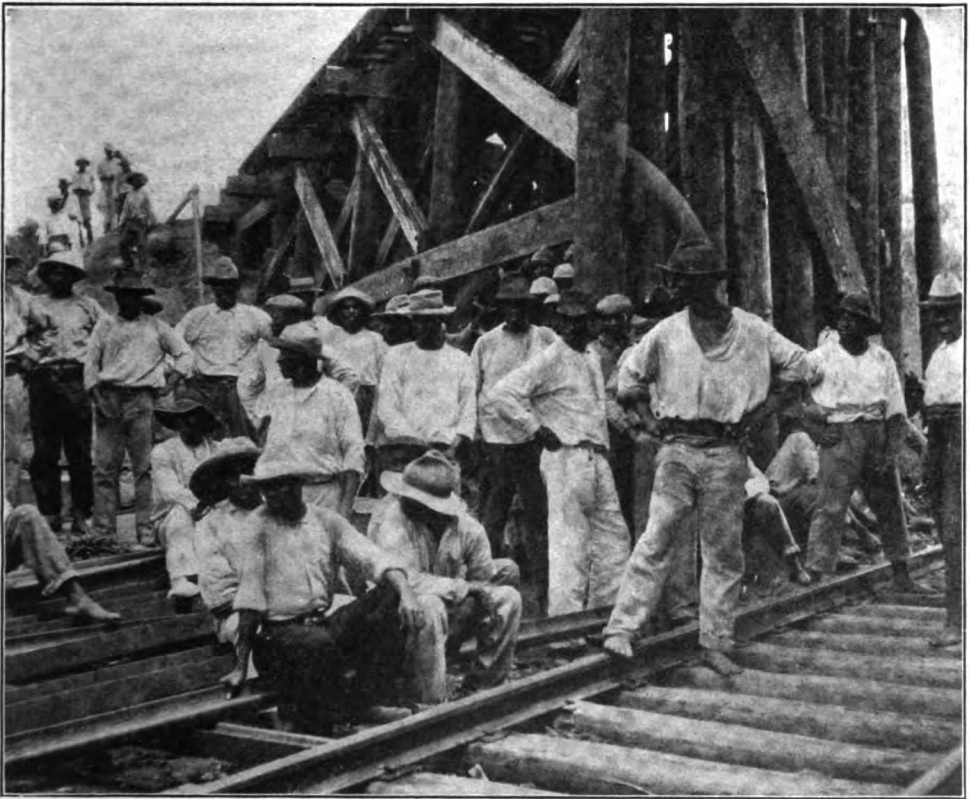
much harder, and there is no chance to make more money by task work, as there used to be. Under the French, we could take work by contract—so many cars, so much. Sometimes two men would make \$75 in a fortnight this way. They would get 7½ to 10 cents a car, filling it with pick and shovel and shoving the car out by hand and dumping it.

Besides, the blacks had more chances of promotion under the French. They could

the police catch him and jerk him up to the prison so fast that his feet don't have a chance to touch the ground.

In Jamaica a constable is peacemaker. Here he just hits a man with a stick. And the colored constables are worse than the white.

In Jamaica we used to have a barrister and a good long trial. In the Canal Zone you have no barrister. You just come before a judge and he shouts out: "You're



GROUP OF CANAL LABORERS NEAR PARAISO. MOSTLY MARTINIQUAIS.

get to be timekeepers and checkers then, but they can't now. But there is not so much sickness as in French times. The best thing the Americans have done is to stop bad language and gambling, which leads to quarrels. There is a big fine and prison for gambling. In the French days there used to be cock fighting, and drinking, and shooting, and dancing all the time. Now it is all stopped. If a man shoots off a gun now,

right, you're right; you're wrong, you're wrong," and that is all there is to it. In the American prison a few months ago they used to put men in the stocks and use the whip on them, but the man who did that is not on the force now.

The workmen are more afraid of the Americans than of the French. The French talked much and went this way [gesticulating]. The Americans keep very quiet until

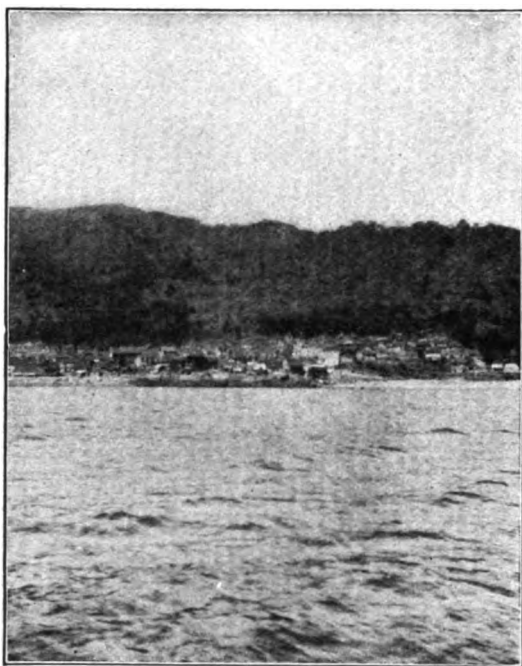
they get vexed, and then they make things stand around. They've got to, to get things done. The Americans are too much of schemers to waste time or money. There are no loafing jobs now, such as there used to be. It is like running a race all the time. You don't mind it for a day, but you can't keep it up.

Nobody can stay in one of the Commission buildings after 7 a. m. unless he is sick. The watchman goes around then, and if he catches a man there it means a fine of \$2 or three days' pay. At 11 the men can come back and get dinner; then they have to leave for work from 1 to 5 again. If a man is sick he goes to the doctor and gets a paper to show to the watchman. If he isn't sick and wants to get off he has to hide in the woods or be around a China shop.\* The China shops ought to be shut up, at least on Sundays. A man must be in his place ready for work the first thing in the morning, tool in hand, and when the whistle blows it is "all right, boys," and off it goes. The timekeeper comes around every two hours, making a dot in his little book every time; four dots make a day's work.

For the last six months I have been working on the new buildings here. I can do any carpenter work from framing to finishing. The bosses of the carpenters are all kind gentlemen. None of 'em treat me bad. Carpenters get 20 to 25 cents an hour.

I was pretty nearly laid up for half a year by getting shot in the revolution of 1899. The Liberals were at Culebra and the Conservatives at Empire. Neither party dared go where the other was, but they fired at each other all night at long range. We shut ourselves up in the houses and kept dark, but it was not safe then. A man was killed in the next house, and I

was shot through both feet. I was standing in the middle of the floor, and a ball fired by the Conservatives passed through the wall and flew down and struck my feet. I did not feel it; did not know I was hit until I felt the blood running down and the wound began to burn. Nobody could get to me to help me, so I bandaged it as well as I could and waited till the firing stopped in the morning. They only fought at night. Next morning I was taken to a doctor in Panama, and stayed at Ancon Hospital for three months and eleven days.



THE ISLAND OF TABOGA.

The company paid for it. When I got out of the hospital I had to go and tend switch, for I could not walk around much. That was an easy job. There were only three trains of dirt a day.

Anybody can get something to do here now, but it is hard getting along, because living is so expensive. The Jamaicans work six or eight months, and then go home to spend a few months with wife and children. If they starve themselves, they can save a good deal. If they are well fed they don't save. Out of 80 cents a day it takes

\*The Chinese have a practical monopoly of keeping stores and distilling rum along the canal. There are fourteen distilleries on the Zone.

50 cents to buy food, and then there are washing, clothing, etc., besides. Some of the men try hard to save; buy 2 cents bread, 2 cents sugar, and go to work all trembly and can't lift a thing. About the best way is to get a Jamaica woman to keep house for you. You pay her \$10 to \$12 when the pay car comes around every fortnight, and buy her dresses and things. But some of the women don't know how to cook. They just fix up some little foolishness—fish balls and the like of that. A man can't work on such stuff.

and have no sense of decency. There ought to be cots instead of bunks on the sides, where the men have to sleep on top of each other. But the bathrooms are good, and most of the men use them. There is no sense in putting so many different races together—Jamaicans and Bims [Barbadians] and Martiniques in the same room. It is not right. What use are the Martiniques, any way? They don't understand English, and when the boss tells one to pick up a stick he will pick up a stone. They ought to get all Jamaicans and pay them better.



GABRIELLE.

The I. C. C. (Isthmian Canal Commission) is serving messes now at 30 cents a day, but they don't give the men what they want. Things don't taste right; they cook the life out of it. Some Jamaicans don't like rice and won't eat potatoes. It makes the men discouraged, not getting their pay when they want it. Pay day is irregular, always two weeks behind, sometimes more. It is best living in the married quarters on the hill.

There is no privacy or quiet in the old bachelor buildings, thirty or forty in a room. Some of the men are noisy at night

I hope they will decide on the right kind of a canal, because it will be a great boon to all the nations of the earth when it is completed.

To appreciate the following narrative the reader should not read it in cold print, but should hear it, as we did, when we sat one evening on the wire-screened veranda of the doctor's house at Bas Obispo, overlooking the Chagres River and the deep rock cutting through the hill where we hope some day to see the Canal flow. From the negro quarters below, among the palm trees,



came the French songs of the Martinique laborers, for it was Mardi Gras, and they were devoutly joyful. Gabrielle's story was told partly in the *patois* of Martinique, partly by expressive gestures of the hands, head and shoulders, and was frequently interrupted by showers of giggles when some question of ours struck her as unusually absurd. She wore a red dress, with a train; a string of gold beads was about her neck, and her head was adorned with a gaily col-

read or write, as I was only at school for six months when I was nine years old.

When I was eleven I was confirmed. It was a grand sight. There were fifty of us walked in procession through the streets to the big church, all carrying lighted wax candles. The girls were dressed all in white and the boys wore black coats and white *pantalons*.

I was brought up by my sister, for my mother died when I was very little and my



A GROUP OF MARTINIQUE WOMEN IN FRONT OF COMPANY HOUSE AT CULEBRA.

ored and artistically tied kerchief.—E. E. S. and G. R.]

Yes, I like it very much better here than at Martinique. Many people are leaving there now, for we are all afraid, since the great mountain burst. And it is hard to get a living there. Some people are starving. I was born in Trinité, but my father was from Fouchin; he was a *propriétaire*. I am twenty-five years old now. I cannot

father when I was seven. My sister was a dressmaker and she taught me the trade. I made dresses for ladies at 4 francs apiece. And hats—the colored ladies in Martinique have many beautiful hats for Sundays and *fete* days, but other days they wear turbans, tied like mine.

When I was sixteen I was married. My husband was a wheelwright and used to make 4 francs a day when he could get

work. But he died when I was twenty-three, and I was left alone. My sister had married and gone to live in St. Pierre, and she and her husband and her little girl were all killed when the rocks and ashes buried the city. I had gone once to St. Pierre to see my sister and my niece; that was the only time I was outside my native town until I came here. I did not want to go to St. Pierre after the eruption, because it was too sad a place.

Trinité is a long way off from Mont Pelée, as far as Culebra is from here, so nothing but ashes fell there; but in St. Pierre big, red-hot stones, as big as I could hold in my two hands this way, came down and killed all the people there. We had always been afraid of Mont Pelée; it smoked and shook the ground, but we did not know the danger was so great. But when the top of the mountain blew off, we in Trinité were very much frightened. We did not know but the whole island would blow up. Some hid in cellars, some went out to sea in boats. Lots of people tried to escape on land by running. I stayed in the house except that I went to church with the others and prayed every day. For two months we were afraid every hour. The mountain rumbled like a thousand thunders. Then the earth would shake and the white ashes would fall all around like clouds of birds.

Ever since that first dreadful morning\* people have been anxious to get away from Martinique, so when an American came and told us that we girls could all get good wages in Panama, and that he would take us for nothing, a lot of us wanted to go.

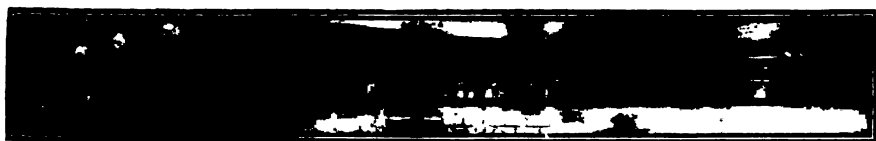
The trip over was very interesting, for I had never been to sea before, and I was not a bit sick, though most of the others

were. We slept on canvas cots on deck. There were many people on board, men and women; I don't know how many. Some were married and some were not, but most of them were as young as I. I only saw three or four over thirty, but you can't always tell, can you? We were five days on the ship and we all had to be vaccinated before we landed at Colon. We got to Colon in the morning, and in half an hour we were off the ship and on the train. They put us off at different places and gave us board for a few days. They put off ninety of us here, but there were only places for sixteen to work. No; I don't know what became of the rest of them. I don't go gadding around asking people questions.

I saw some of the Martinique girls last night at the Mardi Gras ball. It was a *bal poudré*, and we had a grand time. We have some *fetes* here, but not so many as at Martinique. Then on Christmas and July 14th we would feast on turkey and French wines, and dance all night. But I like living here very much. I am getting \$10 a month and *M'sieu le Docteur* is very kind to me. Before I got this place I got a living by washing. We were living in one little 6 by 10 room at Chagres. Who was with me? Oh, that was my brother. Didn't I tell you about him? His name is Paul, and he came to Panama with me.

I am never going back to Martinique if I can help it. I am going to forget French and learn English, because if I do that *M'sieu le Docteur* says that he will surely take me with him when he goes to live in the great city of New York.

\*On May 8th, 1902, at eight o'clock in the morning occurred the great eruption of Mount Pelée, which destroyed within a few minutes the 30,000 inhabitants of St. Pierre.



## "History's Most Transcendent Lessons.

JOSE GROS.

**I**N a gem of light American literature published a number of years ago and written by Arthur S. Hardy, we found the following thoughts: "History is the most important and dangerous of studies. The zealot and the liberal alike find in its pages their arguments; while the inquirer sees first only a vast flux without apparent order or stability. Out of it the theorists gather what they need or desire, and the evil minded every excuse at hand. The most enthusiastic and conscientious student will rise from its study only with weariness and disappointment, if not disgusted by all those strifes undertaken in the name of God and truth, but embittered by selfishness and ambition for all those creeds and aspirations whose very loftiness is the proof of men's need and mystery, if he does not bring to that study the maturity of an experience outgrown from the illusions of youth and follies of old age. Yet, history can be made a ladder by which one may ascend into the council chamber of God."

Is not that a pretty condensation of historical phenomena in relation to the poverty of every interpretation by each generation thus far?

Suppose that we resort now to a fragment of our contemporaneous history as epitomized in *The Outlook* for November 17th, in reference to a recent public speech at Utica by one of our brightest public men in our present national administration. That speaker outlined some of the problems of today as follows:

"I don't condemn corporate wealth, yet what it is doing for us is—to restrict production, to lower the prices of raw materials (to the producers), to raise those of the finished product (to all consumers), to crush competitors (the small capitalists), to evolve unfair competition (among big monopolists), so that to allow some the maximum monopoly profits, and thus produce great hardships with the bulk of the

people. It also creates fictitious values in securities. That forces the community to pay interest in water values. It manipulates information so as to make it next to impossible for courts or states to obtain any real data on the doings of corporations." The *Outlook* adds to all that: "It corrupts legislation through direct or indirect bribery."

Is not all that a fine exhibition of progress, progress of the wrong kind? Has any old heathen nation ever had anything worse than all that? Can we conceive of anything much more fatal or only a little worse to the general destinies of any nation than that? Does not all that imply the most stupendous, however indirect industrial and refined social despotism that can be had, devised, concocted, so that to undermine the real happiness and manhood of all the millions of people subject to develop under such a blasting influence, under such an all-pervading curse over the whole social strata?

And please remember that such a historical description of our contemporaneous conditions comes from our conservative friends, so conservative that they cannot suggest to us any remedy, any simple, direct process by which to stop our national gangrene, by which to kill the rattlesnake evolved by our own previous laws.

Not even our brightest conservative men seem to have learned any real, practical lesson from history. Are we not reproducing the most fatal evils of centuries ago, not in the same mathematical shape, not with the identical repulsiveness here and there; but in the great finalities of a progress that turns around the old gravitational center of hardships, sorrows, confusions and turmoils for all of us?

In the unconscious and mere cosmical processes of the physical universe, progress is there a mere diversification of phenomena more or less simple in some aspects, more or less complex or finished in other

directions; but all of it arising from the same fixed elements of harmony and co-operation. Progress in conscious, moral activities rests on the simplification of high ideals for universal good.

In all or some of the incidents of human growth, in certain petty materialistic details or ornamentals, and in relation to groups of individuals here or there, men have always done wonderfully well. In the essentials and fundamentals for harmony among all, for moral equilibrium in final results; in that men have always done wonderfully wrong. That is proved by the great number of problems always at hand, by the tenacity with which a multitude of deformities remain among us, no matter how many we may suppress. In the science of suppressing evil *per se* we are yet as wicked or stupid as ever.

Assumptions or assertions claiming that we are better than other people or other ages, prove nothing, because sin and duty vary in accord with conditions, cosmical, territorial, geographic, etc.; as well as in relation to historical experience and divine inspirations. Besides, what is the difference between playing hide and seek with the bottom evil of all nations in this or that especial form, through this or that distorted set of human laws? And why is it that we never go to history in such a mental attitude as to learn what is the bottom evil of all ages, forever generating a new multitude of lesser wrongs to replace the suppressed ones? We don't go to history for that purpose, because we know all about the most transcendent evil, and wish to keep it alive and blooming. That places every nation on the same level, which is "a bundle of sinners forever fighting against divine law, forever trying to cheat God out of His righteousness and His Fatherhood."

Yet that Father goes on sending His new inspirations, most of which we repudiate because we remain in love with our laws of sin. The same Father, with His laws of love, minimizes, as much as possible, the bad effects of our collective and individualized blunders. That is what keeps humanity alive, ready for repentance, if we ever see fit to repent.

We shall only repent when we try to grasp the real object of what we call religion. "*Religion should be the philosophy of human duties towards God and all conscious individualities on earth, for their actualized and combined healthy growth in the bosom of healthy nations.*"

There we have what we should consider the most transcendent lesson that history silently but emphatically proclaims. We are still, men and nations, abandoning religion, in the realm of human conduct, at the foundation of human life, because we refuse to blot out our great, bottom, perpetual, collective wrong, viz: "*Land and wealth robbery sanctified by human laws, traditions and consensus.*"

"Humanity remains deplorably inefficient in the religious spirit that God means you all should have, to apply the truth in all relations and activities on earth." That is history's perpetual lesson and proclamation to all men and nations, through all human blunders, sins and crimes. We all still neglect the learning of that all important lesson. We thus establish a continuous and dreadful divorce between humanity and God. Suppose we do that unconsciously. Have we received the right to be unconscious where the faculty of consciousness is most important to all human life? Or has God been inconsistent enough to simply give us the consciousness we need to prolong the kingdom of sin?



## Experiments In State Railway Ownership.



HE plan of ownership and operation of railways by state governments was tried and found wanting long ago. In the early days of the west private capital was slow to accept the risk of building pioneer railways and several of the states undertook the experiment, for the sake of securing urgently needed means of transportation superior to the ox teams and mud roads over which the productions of the region were compelled to find markets.

Missouri, 40 or more years ago, tried the scheme of issuing its bonds to build several railroads, but was glad to retire from the business with a loss of \$25,000,000 or more and to turn the unfinished properties over to private enterprise.

Indiana in 1836 entered on an extensive policy of internal improvements, contemplating, among other things, the construction of the Madison & Lafayette Railroad, for which \$1,300,000 was appropriated. Work was commenced and in the course of six years 28 miles of road had been completed and grading had been partially done for as many miles more, when the legislature decided the experiment to be a failure and turned the property over to a private company to continue construction under supervision of the state. After a year of unprofitable operation under state management the road was finally given to the private company, at a net loss to the state of over \$1,500,000.

Georgia tried railway building, ownership and operation combined. Between 1841 and 1850 the state built the Western & Atlantic from Atlanta north to the Tennessee line at Chattanooga, 137 miles, and operated it for a time. After suffering an annual deficit of from \$60,000 to \$100,000 for several years the state tired of the railway business. The road was leased for a long term to the Nashville, Chattanooga & St. Louis and now is paying a good return on an investment which under public management was unprofitable. But the road is still a source of much concern to legislators and

editors, who are divided on the questions of selling, leasing for a new term at increased rental, or extending. Some urge building from Atlanta to the sea, about 300 miles, and thus paralleling existing roads with a rate-reducing state railway. Monopoly and restraint of competition by railway corporations are justly abhorred in Georgia; but, nevertheless, a bill was introduced in the senate the last session which proposed to enact "that it shall be unlawful for any person, association or corporation, whether foreign or domestic, to hereafter build or operate, except such roads as are now being operated, any steam or electric railroad or interurban railroad parallel with the Western & Atlantic railroad, known as the state road, within the distance of 50 miles." Should any person or corporation venture to build a road within this 100-miles preserve the state was to forfeit the charter of the offending company and prosecute, convict and punish for misdemeanor "any persons aiding and abetting the enterprise." The bill has not passed—yet; but its appearance suggests one of the possible attitudes of government ownership toward competition by private capital.

North Carolina owns \$1,266,500 of the \$1,800,000 capital stock of the Atlantic & North Carolina Railroad, 95 miles long, incorporated in 1853 and opened five years later. But although the state possesses 70 per cent of the entire stock it is hampered by a curious provision which allows it to cast only 350 votes, while the individual shareholders may cast about 700 votes, and so the principle of state ownership and operation has not had a fair show in North Carolina. The part-ownership plan, however, has been less expensive than sole ownership would have been, as the road during most of its existence has been unprofitable. The question of selling, leasing or operating the property has excited the legislature and the state periodically; but in 1904 they succeeded in effecting a lease to a new company, scrupulously debarred from association with all existing railway

interests, at a rental of 3 per cent per annum for the first ten years, rising through successive ten-year periods to a maximum of 6 per cent. This would seem to be a happy release from trouble for the state government, but dissatisfied stockholders have started legislation to annul the lease, and meantime discussion of government ownership and operation is again starting up to the disturbance of the public peace. North Carolina is enjoying the use of about 4,000 miles of railways within the state, built by individual enterprise. State management of 100 miles of local road would not seem to offer any essential advantages over present conditions.

To assist water competition with the Oregon Railroad & Navigation Company, the State of Oregon recently built the Celilo Portage Railway, six miles long, around rapids in the Columbia River, and undertakes to transfer freight between the upper and lower river boats and thus force the railway to reduce its rates. The theory is attractive and the object is entirely legitimate, but financially the experiment appears to be expensive to the state. For the month of August the receipts of the Portage railway amounted to \$183.90, of which only

\$15.70 was received for hauling freight, the remainder being obtained from switching cars and from loaning the locomotive to canal contractors. Per contra the expenditures for the month footed up \$797.28; so that there was a net deficit of \$613.88. The state authorities were hoping for better results when the wheat should begin to move, and their enterprise in aid of river navigation may prove beneficial to a section of the state.

Illinois tried state construction and management of railways on a small scale years ago, but soon was ready to relinquish it to private capital, and its pioneer road is now a part of the Wabash. Profiting by experience, the state then adopted the much wiser plan of giving a liberal amount of its unoccupied lands to the Illinois Central and exacting an obligation to pay the state 7 per cent on the gross earnings of the road. For some years the railroad has been paying over an amount about equal to the entire expenses of the state government, and Illinois thus gets the benefits of state ownership without the investment of any money and without the anxieties and uncertainties pertaining to railway management.—*The Railway Age*.

## How The Outcast Became A Man.



NE crime remained for No. 32—mixed freight, west bound. Shorthanded and overloaded (five in the crew and eighty-three cars), she had "broken" twice, stopped for hot-box four times, and had been forced to double over every hill from Crews to Stockton.

Therefore, at Benton she had "laid out" No. 17, eastbound passenger; at Jefferson she had held up No. 35, the fast freight of refrigerated perishables rushing to Chicago; at Evans she had delayed passenger No. 15 for half an hour; at Brunswick she had held back passenger No. 24, and last, at Lavern she had laid out, for almost an hour, the crack Transcontinental Express No. 9, eastbound.

In ten minutes No. 32 would complete the calendar by laying out No. 10 also, the twin Transcontinental rushing up from behind. The siding at Stockton (which the freight had been allowed fifty minutes to reach from Lavern, ten miles back) was still eight miles ahead, and forty of the fifty minutes were gone.

The crew, out thirty-eight hours, were exhausted, exasperated, humiliated. They had freighted too long to mind the mere thirty-eight hours' exhaustion and exasperation, but this time the humiliation was overdone.

Their superiors had humiliated them personally and pointedly at the larger towns and by wire at the stops between. Their equals on the other trains had humbled

them as they slunk into the sidings; but what was entirely intolerable, their inferiors and worse, the very hobos stealing rides on the train, had mocked them and rubbed it in.

Thirty hobos had boarded the train at the hill beyond Lavern, overborne the weak crew, broken into a car of food-stuffs, and, after eating what they wanted, had scattered the rest along the right-of-way till it had ceased to amuse them.

The crew had found it best to sulk very silently in the caboose at the end of the train till the volley of stones smashing through the windows told that the tramps had departed. Then, as one man, the crew of No. 32 sprang forward for revenge.

The object was still asleep in the "empty" at the middle of the train. The crew had come upon him some hours before; but that was before they had learned the personal advantages of enforcing the rule to eject tramps, and before they had laid out the last two passenger trains and the Transcontinental, and received the telegraphic comments thereon.

Harring kicked the object of consciousness while Kalvert and Bender, one on each side, picked him up. One of the others opened wider the big door of the box car.

"One," Harring remarked, with another kick, as Kalvert and Bender swung the hobo between them.

"Two," Harring kicked again. No. 32 in a last spurt to reach the siding before No. 10 could overtake it, put on speed and jumped ahead, but the men in the car did not heed it.

"Three!" The hobo, at the touch of Harring's foot, swung free from the hands on either side and dove out through the door in a low parabola. A howl! and for an instant a gray gap appeared in the flying hedge beside the track.

"He's hit the road," muttered Harring. "What do you want to hurt a man for?" He blamed it upon the others. "Why couldn't you let him go into the bush?"

Kalvert spat upon the floor, but turned his face away from the lantern.

"We're hitting it up," he observed carelessly. "The damned hobo."

Bender grunted gruffly.

The hobo drew himself up on his hands. He felt stunned and deadened all over, and was conscious more of a battered dullness than of pain. He had a numbed understanding that he must have been quite senseless after he struck—not for very long, but for a few moments anyway.

Yet as he dragged himself around and sat up, he saw that he could scarcely have lost consciousness. They had thrown him off half-way around a curve, and the red light of the caboose was still visible at the farther horn of the crescent.

He gazed at it stupidly and rubbed his eyes with his swollen knuckles, but still the red light persisted there, and it came to him slowly that the train must have stopped.

There were no signs anywhere of a town, or even the target-lights of a siding, but he was sure now that the train had stopped. The hobo roused himself, and after another moment's rest staggered up. The train might start at any minute, of course, but now it was stopped and only a hundred yards off.

The wagon road the tramp had been thrown upon might lead to a town, but he couldn't tell how far off it might be or in which direction. The train was there, and now that he was hurt the hobo thought he might get the crew to let him ride to the next station; if not, he might hide himself somehow.

He started after the train as rapidly as he could. The numbness was still over him with its dull deadening, and its dragging weariness. It wasn't sharp or stinging at any point, but the pain was so complete and general throughout his body that, in spite of the agony as he ran, the hobo felt no anger or even resentment toward the men who had hurt him.

He was wondering only whether he could catch them in time to ask them to let him on again; and if they wouldn't, he was planning where he might hide from them.

Then he saw that something was the matter with the train. The cars were not straight on the track, but were lying across it in every direction. The roofs had slid down and the sides bulged out. Big boards and barrels and boxes were thrown about, and as far as the tramp could see through

the darkness, the wavy line of cars zig-zagged crazily over both sides of the track. Some were rolled over on their sides, while one or two were on their backs with their wheels in the air.

But nowhere in the long line was there a sound or sign of life, although the little flaring wick in the red lamp at the rear of the train still burned. The tramp pulled the lamp from its fastening and walked along the wreckage, until, from under a pile of boards at his feet, he heard a groan.

The hobo kicked the boards and the groan sounded again. He leaned over, and with a queer, silly feeling at his weakness, tugged ineffectually at the planking. His fingers kept letting go their hold and he sat back helplessly, but he knew the man underneath was conscious now, for the mutterings were audible, though still incoherent.

"Number ten . . . ten . . . ten . . . ten . . . damn . . . ten . . . ten . . . ten——" the man underneath was saying as the hobo tugged over him.

The tramp tore a board free and the man below shuddered and twisted his head in the ragged hole.

"Number ten, damn you," he gasped in pain from the weight of which his lungs were relieved.

"Stop ten . . . ten . . . you damned hobo," he gasped as the pain gripped him again, "stop ten—the express train behind us," he explained madly, "stop it . . . stop it . . . lantern there . . . run . . . run . . . run! ———"

The hobo understood at last, and Harrington sank back again unconscious.

The tramp was running mechanically, automatically, at the trainman's bidding. From far away the whistle of No. 10 came to him, half startled him from his automatism, and he raced on more consciously. His legs wobbled queerly as he forced them and he stumbled between the ties, sometimes staggering two or three steps backward to save his balance before he could lunge madly forward again.

The second screech from No. 10 echoed past him, and, as he looked fearfully ahead and did not see the engine, he suddenly re-

called that he was on the curve and spurred on more desperately, throwing himself forward now as he stumbled and pressing himself up again with his free hand when he fell. It was quite two hundred yards to the beginning of the straight stretch which he must reach to signal the train.

Again No. 10 whistled, but now the sound, instead of coming around the crescent ahead, seemed to the tramp to come through the woods at his side, and, as he glanced aside, it seemed to come directly through the opening where a path ran through the trees. Spontaneously facing about to the direction of the shriek, the tramp raced into the cut-off.

The pound of the train now came to him clearly as he ran; but the smooth dirt of the path spread before him. Yet he lurched over it, with high, strained strides, and, still feeling for the treacherous ties when they were no longer there to trip him, he slipped at first. But his stride soon adapted itself and he reeled on to beat the train.

To beat the train! The exhaust of the Transcontinental's great engine already hissed through the trees about him, yet he had to beat the train. He had to beat it, but he could hear it coming so fast that his little steps seemed nothing. He could feel the pain of his muscles and the beat of his feet upon the path, but compared with the tremendous rush of the train, he seemed held by a weight.

In the opening ahead he saw the track where it crossed his little path, and he had to beat the train to the track! Madly, thinking only to win the race, and to lighten himself, he hurled the signal lantern from him and seemed to gain a little.

The track showed plainly before him, almost at his feet, so plainly that he knew the headlight of the engine was almost over the spot where the path crossed it. To beat the train there to beat the train. He didn't know where his strength came from or that it came at all till it stiffened his legs and steadied him. He was ten feet from the track, but the train was almost as near the crossing.

To beat it now—to win at the finish! The white glare of the headlight smote his eyes but he shut them and threw himself



forward blindly, with his arms thrown out.

It was the end of the race, and wildly, madly now, the engine—the big pounding engine beaten by the little man—roared to try to frighten him away and win after all; but the little man wouldn't be frightened or cheated. With the blind, reckless burst of his triumph, he gathered himself, hurled forward—and beat the train to the track.

"The crazy, damned hobo," the engineer of No. 10 sputtered to the group which gathered around the pilot. "Suicide; suicide, that's what it is. Jumped right out of the bushes there and threw himself under the wheels. Heard me whistle, didn't you? But he was bound to kill himself.

"Thought he might be crazy and I gave her sand and reversed her; but he was under the wheels as soon as I saw him. Sui-

cide, suicide . . . dove right under the wheels . . . and I'll get raked for killing him! Killing him? Lord!"

A man—Bender—blood-spattered and winded, burst through the group and clung, panting, to the engineer.

"Thank God y' stopped," he gasped, "thank God y' stopped. Thirty-two's all over the track 'round the curve and . . . what stopped ye? Ran over man? . . . Lord! It's the crazy hobo we swung off bout here . . . Lucky fr us, too—the poor, crazy hobo——"

But the engineer of No. 10 was kneeling and fingering gently the rough cloth of the sleeve of the man lying under the pilot.

"Poor, crazy hobo," he murmured very softly, "poor, crazy hobo."—*Labor Times-Herald*, Ft. Wayne, Ind.

## The Derelict.



JIM BANNISTER jumped out of the train, his black bag in his hand, and his eyes went ranging up and down the platform in search of his wife and children. They generally were there to meet him when he came down from town on Friday evening. Finding that they were not visible, he left the station and took the road that led away from the town and the harbor toward the new suburb which has of late years set up in business as a watering place. It was cheap and healthy, and the boys liked to go down to the harbor and see the ships and talk to the sailors.

Bannister soon got out of town, for he was walking fast, but as the road began to rise his pace became slower till, as he neared the bend where the road turned toward the cluster of red brick villas, he was going quite leisurely.

A man was sitting on the stile at the corner—a tramp, he seemed to be. Bannister frowned. He was a hard-working man himself, and he did not like tramps—perhaps envied them a little. His face assumed a stern look as he went along.

As he approached the man got up and came toward him. Yes, he was a tramp; there could be no doubt of it. His rough pilot cloth trousers were worn and stained. He wore no shirt, for the old tweed jacket was buttoned up to the neck. On his head was a battered soft felt hat; on his feet a pair of coarse seaman's shoes.

He stopped as he drew near the respectable man with the black bag, but he did not say a word. Bannister looked at him. Their eyes met, and the unspoken appeal was more eloquent than any words could have been. Plainly the man was a derelict.

So clear was the expression in the man's face that Bannister answered him as if he had spoken.

"Sorry I have nothing for you."

The man's swarthy cheeks flushed.

"Did I ask you for anything?" he said. Then, the next instant: "I beg your pardon. I am wrong. I did, though not in so many words."

"You look as if you needed help," Jim said awkwardly.

"Then my looks only tell the truth," said the derelict, and as he spoke he smiled. The smile startled Bannister. This was the

face of a cultivated man, of what one calls a gentleman, dirty and unshaven as it was. He felt that he could not offer this tramp a copper.

"I am sorry," he said hastily, "but I can't stop to hear your story tonight"—

"Did I offer to tell it?" said the man calmly.

"No. Yet I should like to hear it."

"I don't see the object of my telling it. It is a very common one. I quarreled with my best friend, an uncle. He treated me unjustly, or I thought he did. So I ran away to Australia to seek my fortune, and I found—this."

He ended with a rueful downward glance at his tattered raiment.

"So you made your way back to the old country?" Bannister said, absently fingering the coins in his trouser pocket.

"Yes—and to the old town. And now that I have got here I can't find the courage to speak to a soul. You see, I worked my passage home, and I scarcely think any of my old friends would now be pleased to see me."

He gave a short, bitter laugh.

"But you must have some relatives?"

"Only the uncle I told you of. He is dead. I have seen his grave in the churchyard. And the old house is in the hands of strangers."

By this time they were moving on side by side, for Bannister was anxious to get home.

"I should like to ask your opinion about one thing," said the derelict, abruptly.

"Well, what is it?"

"In books, when a man goes off as I did, there is generally some one that cares for him. Now how long do you think a girl would be likely to wait for a fellow, never getting word or sign from him all the time? Would she be likely to wait five years, do you think?"

Jim Bannister could have laughed aloud. He could have laughed at the idea of any girl waiting five years for an absent lover, without a word to show that he yet cared for her. He could have laughed at the idea of any woman waiting for the human wreck at his side. He could have laughed at the

eager look on the man's half-savage face as he put his absurd question.

But there was a pathetic look in the brown eyes, and Bannister did not laugh. As he kept on looking the inclination to laugh died away altogether. Instead, he gave the answer that seemed to him at the moment the only possible one to give.

"A girl would wait ten years—twenty years—for the man she loved. That is, if she were a true woman. I am certain of it. I know it by my—I mean I am sure of it, from women I have known. Time makes no difference in their love. And absence only makes them love more strongly."

"You really think so?" asked the tramp, in a choking voice.

"I do."

The tramp stood still.

"I am glad to hear you say that," he said, huskily. "I am glad I asked you the question. You have put new life into me. Good-night, sir." And he was turning away.

"This will get you a bed and some supper," said Bannister, handing him a silver coin.

The tramp looked from the money to the giver.

"I should like to send this back to you when I can," he said. "Will you tell me your name?"

"You needn't mind, but my name is Bannister. We are staying here for the rest of the month. Good-night." He waved his hand and was gone.

The tramp leaned over a gate, thinking. He could see the chimneys of the house that had been his uncle's, the house he had hoped would one day be his own. It belonged to Charley Hudson now. So he had been told in the town.

But Margaret had preferred him, though some called him a ne'er-do-well. Was it possible that she had been waiting for him all these years?

The very thought made his heart burn. It seemed impossible. It was too much to expect from any girl. Yet that man—what was his name? Bannister—he had seemed to think it quite likely. He must find out. He must get some decent clothes so that he might make inquiries. Some one in the town must know what had become of her.

Another thing—he must send back that money to Bannister as soon as possible. But how was he to find him? He knew the man's name, but not his address; and he was only a summer visitor. He might not be able to repay the money for weeks. He turned and began running after Bannister as well as his clumsy shoes would let him. A little ahead there was a bend in the road, and he felt sure that once around that corner, he would catch sight of him.

He turned the corner, and saw Bannister, but he was not alone. A girl in a light gray costume was coming rapidly to meet him. Two children darted from her side, and outrunning her, threw themselves into their father's arms.

The two, the man and the woman, came close together. She held up her face, and he stooped and kissed it.

It was not till then that he saw her face. Margaret!

His heart stood still. He would not believe it. Had not the man said——? But, of course, he could not know.

Was it Margaret? He did not feel quite sure, now that her back was turned to him. But he felt that he must know at once.

At one side of the road there was a thick hedge, and a field on the other side of it. The tramp ran back to the gate, climbed over it, and then ran, under cover of the hedge, so as to pass beyond the little group. There was no difficulty about it. The hedge screened him completely. He could see them coming slowly along. The woman had her hand on her companion's arm, and she smiled into his face as they talked. It was Margaret herself.

He could hear the man's voice now, and he crouched lower, lest he might be seen.

"The poor fellow actually asked me if I thought a girl would wait five years for an absent lover, and I hadn't the heart to say what I thought. I said: 'Yes—twenty years!'" Poor chap. I suppose he fancies somebody is waiting for him."

The voice ceased; and the tramp, peering out from his hiding place, saw that Margaret had withdrawn her hand from the man's arm, and was walking a little apart from him.

"So she hasn't told him anything about me. Naturally!" said the tramp to himself.

He got back to the road, and thrusting his hand into his pocket, his fingers closed on the piece of money. In another instant he had dashed it down on the road, and was hastening back to the harbor.

That night he spent in an outhouse. The next day, driven by hunger, he went to a farmhouse, asking for work, but hoping to get some food. The farmer, by way of a joke, offered him a job, and seemed surprised when he jumped at the offer.

By degrees the tramp began to assume the appearance of a decent working man. He wore moleskins instead of his old rags; on week-days he worked hard; but on Sundays he went and lay on the sand and listened to the surf breaking on the beach, and dreamed.

One Sunday afternoon a little mite, three or four years old, got surrounded by the tide as she was building a castle on the sand. There was not a shadow of danger, but it was impossible to reach her dryshod. The tramp waded through the water, picked up the child, and looked around for her mother.

It was Margaret who dropped her book and came flying over the sands—Margaret!

He put the little one down gently and turned away.

In a moment there was a pattering of soft footsteps behind him.

"Won't you let me thank you—? Oh, Alan, it is you! Don't you know me?"

"Yes, Margaret, I know you, but I thought I had better keep away from you. I've treated you badly, precious badly. But I can't stand by and see you another man's wife."

"Aunt Margaret! Auntie! Me want 'oo!" piped a childish voice. Alan Dean gave a great start. His heart beat wildly.

"What?" he cried. "You are not the child's mother? You are not Mr. Bannister's wife?"

"No, no, Alan. Jim Bannister married my sister. I—I knew you would come back, and I waited!"

"Your uncle found out after you had gone," Margaret said, as they made their way slowly homeward a good hour after-

ward, "that he was quite wrong. He had made a mistake in the accounts, and you were perfectly honest. He bitterly repented his words to you, and would have written if he had known where to address you. He told me so himself. And to show that he was convinced that he had misjudged you, he left you a half share of everything he had. The house is yours, and the farm with it.

"Why, I thought Charley Hudson was to have that. He was the favorite, you know."

"Yes, but your uncle thought he owed you some reparation for thinking you had

cheated him, and so driving you away from home. He died almost four years ago. My sister had been married some time before that."

"And you, my dearest? What have you been doing?"

"Oh, I live in London now. I have pupils. And, I have been—waiting."

He turned suddenly and caught her to his breast, "Please God, my little girl," he whispered, as he strained her yet closer to him, "our waiting days are nearly over!"—  
*The Salesman.*

## Beyond The Pale.

BY ROLLIN CUTTER, *Express Gazette.*

**T**UMULT—wild, unrestrained tumult—reigned in the black night that enveloped Broad Gulch.

The subdued raving of the thunder, muffled by great black clouds, culminated occasionally in crescendo crashes—heaven-piercing, earth-shattering. The lightning darted here and there, etching vivid pictures on an inky background. Then the rain poured down in sheets, and the wind, shrieking through the thriving railroad center, hurled itself upon Broad Gulch station as if to blot out the lonely beacon-star that gleamed from the window, attended by its satellites of red and green.

"Click, click, click, click——"

Randolph Payne, the operator, looked eagerly toward his instrument. For hours the fury of the storm had rendered it almost unintelligible, but now its sharp metallic chant attested that all was again well throughout the storm-zone. It was the operator at Randalls:

"Hello, Broad Gulch; all O. K. here—how are you?" Payne responded in kind, and then sank wearily back in his chair.

For days the last snows of winter had been thawing on the slopes and the summits. Tiny streams swelled to rivulets, rivulets to torrents, until the modest creek at the bottom of Broad Gulch resembled a yellow,

ice-choked sea, whose breakers toiled and wrestled about the beams of the imposing trestle which towered above it. And now, although the storm was at its height, Randolph Payne felt that the real danger was passed, and his instrument chirped forth a message of good cheer, for the Gulch was the cynosure of all anxious inquiries. Was not Belle Lorimer, the President's niece and daughter of the road, coming home to the man she loved, from abroad, on 33? It was a pretty romance that she, as well as Stanley Brooke, Chief Despatcher, figured in. Every man-jack on the D. & Y. realized the necessity of extra precaution. Not that the utmost precaution was not observed at all times for the safety of passengers, but 33 was running on record-breaking time, owing to the retarding influence of wind and storm.

An hour passed, and the violence of the storm was followed by a steady downpour. Then, during a lull, Payne heard the dull, monotonous roar of the waters of Broad Gulch, which smote upon his ear like roars of baffled rage. Throughout the long hours he sat beside his instrument—a wan but vigilant sentinel of the key.

"Click, click, click, click——"

The wire was pulsing with another message now, full of vital interest for him. It

was from Stanley Brooke at Bluff Bay, some miles on the other side of the Gulch.

"33 left Darling twenty minutes late, and will reach your diggings about 11:10, running on time, and changing engines. She passes through here like a streak. I will be fortunate to get a glimpse of Belle's embroidered handkerchief; you, lucky dog, can have quite a chat with her. She will surely look in, in spite of the weather, as she remembers you perfectly. Have wired her, but you can explain matters more fully." Payne shrank back from the instrument as if he had received a blow. "Keep me posted on the trestle at the Gulch," clicked the instrument. Payne's hand shook as he sent this reply:

"Trestle O, K. Sound as a dollar!" Then he sank into a chair.

She was coming here; he would be compelled to face her—the woman he had loved madly for years in secret. Never to see her, never to let her suspect his hopeless passion—then, perhaps, he might have borne his fate in silence; but, in the illuminating presence of her beauty, he knew the truth must come out. And what purpose could it serve at this late day? Would it make his secret easier to bear—to share it with the lovers, who, despite all kindly feeling, could have but little sympathy for him? The woman he had lost and his best friend, who had won her. He had chosen his own course, and had no desire to pose as a martyr. Besides, he feared the betrayal of another secret which he guarded almost as jealously, and which would only be divulged with his dying breath.

About the time that Payne's friendship for Belle Lorimer was ripening into love, he discovered, on seeking medical advice for certain irregularities of the action of the heart, that, although apparently in sound health in all other respects, his life, in reality, hung by a thread. This was due to the weakness of one of the principal arteries, which might at any time suffer a rupture or aneurism—invariably fatal in its effect. With such a sword of Damocles suspended above their heads, when any moment might see him plunged into eternity, Payne realized that perfect happiness for himself and the woman he loved was out of

the question. Luckily, matters had not gone far enough to require an explanation, and he gradually dropped out of her life. Too conscientious to remain in a position where his very presence was a menace to the traveling public, Payne resigned his position and departed for the coast, without explaining matters, even to his best friend.

Four years passed, and Payne, still in the land of the living began to doubt the correctness of the medical diagnosis. Some irresistible fascination drew him back to the region of the D. & Y. Road. As good operators were scarce, Brooke, now Chief of Train Despatchers, prevailed upon him to take the trick at the Gulch, although Payne promised himself to step out at the very first symptom of his former weakness. He had word of Belle occasionally in a roundabout way. He heard of her brilliant debut in Eastern society, of the havoc her beauty wrought in a retinue of ardent suitors, and finally of her return and rumored engagement to Stanley Brooke. All this he heard without a trace of bitterness or recrimination. It became a religion with him to hide the truth, that the beautiful romance of the lovers might not be marred by a single regret for him. And to complete the chain of circumstances, on the very evening of Belle Lorimer's return, Herb Allen, the train despatcher at Bluff Bay, was taken ill. With no sub available to relieve him, Brooke jumped into the breach, placing the stern duty of his profession before the pleasurable duty of receiving his promised bride at Y——, the terminal of the road.

With his soul torn by conflicting emotions, Payne nervously paced the floor, until the click of the instruments arrested his steps. Stanley Brooke, his chief, was calling him again.

"Be sure and keep me posted on the trestle at Broad Gulch."

"Broad Gulch trestle O. K. If anything happens, will let you know—*dead or alive!*" responded Payne with some little irritation. Brooke marveled at the ambiguity of his message, but the instrument was silent after that.

The despatcher walked to the window, looking out into the night. The storm had

ceased as if by magic, and the moon struggled through the clouds. Suddenly the door opened, and Fatty Morehead, the trackman, burst into the station. He was wet to the skin and covered with mud from head to foot. He dropped into a chair, his livid face and widely-staring eyes bent on the clock.

"Thank God, I am on time!" he panted.

"In heaven's name, Fatty, what has happened?" cried Payne.

"The trestle over the Gulch—it's going to pieces! The worst washout in years!"

A moment later Payne was flashing the news to headquarters; then his instrument chirped volubly in reply.

"14 has left Randall's. We must hold her here," said the despatcher. "After you have set the signals, Fatty," he continued kindly, "you had better go home and get into some dry clothes. I will warn Brooke to hold 33 at Bluff Bay. Thank goodness, the wire crosses Broad Gulch at a single span! There'll be nothing else doing to-night."

Once more Payne was alone with his thoughts. A great weight seemed lifted from him. It was an ill wind, and it blew good for both Brooke and himself. It prevented a meeting he feared, and insured Stanley a chat with his lady-love. And yet, now that it was denied him, he longed for a glimpse of her—only to hold her hand for a moment in his own. Even if the shock proved too great, gentle hands would lead her away—she need not see the end. The light of her eyes would make less abrupt the transition to Paradise; the melody of her voice would attune his soul to the music of the spheres. A red mist rose before his eyes and a sob escaped him as he bent his head upon the table. Then for a time he knew no more.

\* \* \* \* \*

It seemed to him but an instant; when he raised his eyes to the clock, however, he was terrified. Ten minutes had elapsed; in three minutes 33 would be tearing through Bluff Bay—and the warning message had not been sent. A great pain wrenched his side; when he tried to rise, his limbs failed him; then he knew the worst had happened. But, greater than his

fear of death, was the fear that 33 would get past Bluff Bay.

It has been said that when a man dies in the full possession of his faculties the events of his life pass in hurried pageant before his mind's eye. Payne saw only the wild waters of the Gulch, now dyed blood-red, and ringing in his ears like a dirge. On its surface were buffeted the huge beams of the lost trestle, shaping in rude characters the words "hold 33—hold 33!"

Suddenly the rigor of pain left him. Although the hand of death was upon him, his hand sought the key. He called Brooke and sent the message, but no answer came. Again he called Bluff Bay, but with the same result. The spark of life might have gone out then had not the very horror of the thing held it in abeyance.

All at once a wild, inhuman joy shook his dying frame. What were those other lives to him? She was on the ill-fated train. Perhaps in his very hour of dissolution her soul would be winging its flight from the depths of Broad Gulch, to be united with his own in some remote astral region. What was death and annihilation in the face of such a thought?

"Wait for me there—I shall not fail

To meet you in the hollow vale!"

"No—no—no!" he tried to shriek. "I am false to my trust. Every hair of their heads, every quivering eyelash, is in my keeping. I am responsible for their safe conduct! I have failed in the hour of need!"

Kneeling at the very key-board of the universe, he formulated a wish—a wish stronger than his hope of heaven, dearer to his soul than its dream of immortality; and his departing spirit took the form of that prayer: "Save 33!"

When the crew of 14 blundered into the station, they found him peaceful and smiling in death. His hand had slipped from the silent key. He had found a surer way.

\* \* \* \* \*

Stanley Brooke heard 33 whistle at 10:57. He stepped out and across the tracks to see her take the curve. Glancing back at the station, he was surprised to see a shadowy form seated at his instrument. A cold perspiration broke out on his forehead, and his knees shook under him, for in the spectral

smile and ghastly feature he recognized Randolph Payne. The figure rose and deliberately made the signal which brings a train to a full stop, vanishing at once. Then he remembered his friend's last message: "If anything happens, will let you know, dead or alive!"

In the glare of the headlight of 33 Stanley Brooke raced to the platform, and, seizing a red lantern, waved it vigorously in the path of the approaching train.

"Trestle at Broad Gulch is gone to the bad. A terrible accident has been averted!" As the excited passengers crowded around to thank him, he continued: "Don't thank me. Poor Randolph Payne, the despatcher at Broad Gulch died at his post tonight. This was his last message to me." And Stanley hurried away to find Belle.

That Payne knew of the successful interpretation of his message Brooke had no doubt.

## The Popular Undertaker.



HE had stopped at a station. Two men had got into the sleeping car and had taken seats in the vacant section, yawning occasionally, and conversing in a languid, perfunctory sort of way. They sat opposite each other, occasionally looking out of the window, but always giving the stray impression that they were tired of each other's company. As I looked out of my curtains at them the One Man said with a feebly concealed yawn:

"Yes; well, I reckon he was at one time as popular an undertaker ez I knew."

The Other Man (inventing a question rather than giving an answer, out of some languid impulse)—But was he—this yer ondertaker—a Christian—had he jined the church?

The One Man (reflectively)—Well, I don't know ez you might cali him a perfessin' Christian; but he hed—yes, he hed conviction. I think Dr. Wiley hed him under conviction. Et least, that was the way I got it from him.

A long, dreary pause. The Other Man (feeling it was incumbent on him to say something)—But why was he popler ez an ondertaker?

The One Man (lazily)—Well, he was kinder popler with widders and widderers—sorter soother 'em a kinder keerless way; slung 'em suthin here and there sometimes outer the book, sometimes outer himself, ez a man of experience ez hed sorer. Hed, they say (cautiously) lost three wives his-

self, and five children by this yer new disease—diththery—out in Wisconsin. I don't know the facts, but that's what got round.

The Other Man—But how did he lose his popularity?

The One Man—Well, that's the question. You see, he introduced some things into ondertaking that was new. He hed, for instance, a way, as he called it, of manniperlating the features of the deceased.

The Other Man—How manniperlating them?

The One Man (struck with a bright and aggressive thought)—Look yer, did yer nottiss how, generally speaking, onhandsome a corpse is?

The Other Man had noticed this fact.

The One Man (returning to his fact)—Why, there was Mary Peebles, ez was daughter of my wife's bosom friend—a mighty pooty girl and a perfessing Christian—died of scarlet fever. Well, that gal—I was one of the mourners, being my wife's best friend—well, that gal, though I hedn't, perhaps, oughter say—lying in that casket, fetched all the way from some A1 establishment in Chicago, filled with flowers, and furbelows—didn't really seem to be of much account. Well, although my wife's friend and me a mourner—well, now I was—disappointed and discouraged.

The Other Man (in palpable sympathy)—Sho! now!

"Yes, sir. Well, you see, this yer ondertaker—this Wilkins—hed a way of correct-ing all that. And just by manniperlation.

He worked over the face of the deceased until he produced what the survivin' relatives called a look of resignation—you know, a sort of smile like. When he wanted to put in any extrys he produced what he called—hevin' reg'lar charges for this kind of work—a Christian hope."

The Other Man—I want to know.

"Yes. Well, I admit, at times, it was a little startlin'. And I've allers said (a little confidentially) that I hed my doubts of its being scriptooral or sacred, being, ez you know, worms of the yearth; and I relieved my mind to our pastor, but he didn't feel like interfering, ez long ez it was confined to church membership. But the other day when Cy Dunham died—you disremember Cy Dunham—"

A long interval of silence. The Other Man was looking out of the window, and had apparently forgotten his companion completely. But as I stretched my head out of the curtain I saw four other heads as eagerly reached out from their berths to hear the conclusion of the story. One head, a female one, instantly disappeared on my looking around, but a certain tremulousness of her window curtain showed an unabated interest. The only two utterly disinterested men were the One Man and the Other Man.

The Other Man (detaching himself languidly from the window)—Cy Dunham?

"Yes. Cy never hed hed either convictions or perfessions. Sorter like the prodigal son, only a little more so, ez far ez I kin judge from the facts as stated to me. Well, Cy one day petered out, down at Little Rock, and was sent up here for interment. The fammerly being proud-like, of course, didn't spare any money on that funeral, and it was—now between you and me—about ez shapely and first class and prime mess affair ez I ever saw. Wilkins hed put in his extrys. He had put on to that prodigal's face the A1 touch—hed him fixed up with a Christian's hope. Well—it was about the turning point, for thar was some of the members and the pastor hisself thought that the line oughter to be drawn somewhere, and thar was some talk at Deac. Tibbit's about a reg'lar conference meetin'

regarding it. But it wasn't that which made him onpoplar."

Another silence—no expression or reflection from the face of the Other Man of the least desire to know what ultimately settled the unpopularity of the undertaker, but from the curtains of the various berths appeared several eager and one or two even wrathful faces, anxious for the result.

The Other Man (lazily recurring to the lost topic)—Well, what made him onpoplar?

The One Man (quietly)—Extrys, I think—that is, I suppose—not knowing (cautiously) all the facts. When Mrs. Widdecombe lost her husband—'bout two months ago—though she'd been through the valley of the shadder of death twice—this bein' her third marriage, hevin' been John Barker's widder—

The Other Man (with an intense expression of interest)—No, you're foolin' me.

The One Man (solemnly)—Ef I was to appear before my Maker tomorrow, yes. She was the widder of Barker.

The Other Man—Well, I swow!

The One Man—Well, this Widder Widdecombe, she put up a big funeral for the deceased. She hed Wilkins, and that undertaker just laid hisself out. Just spread hisself. Onfort'nately—perhaps fort'nately in the ways of providence—one of Widdecombe's frien's, a doctor up there in Chicago, comes down to the funeral. He goes up with the friends to look at the deceased, smilin' a peaceful sort of heavenly smile, and everybody sayin' he's gone to meet his reward, and this yer friend turns round short and sudden on the widder settin' in her pew, and kinder enjoyin', as wimmen will, all the compliments paid the corpse, and he says, says he:

"What did you say your husband died of, marm?"

"Consumption," she says, wiping her eyes, poor critter—"consumption—gallopin' consumption."

"Consumption be d—d," sez he, bein' a profane kind of Chicago doctor, and not bein' ever under conviction. "Thet man died of strychnine. Look at that face. Look at thet contortion of them facial muscles.



That's strychnine. Thet's risers Sardonicus." (Thet's what he said; he was always sorter profane.)

"Why, doctor," says the widder, "thet—thet is his last smile. It's a Christian resignation."

"Thet be blowed; don't tell me," sez he. "Hell is full of that kind of resignation. It's pison. And I'll—" Why, dern my skin,

yes ye are; yes, it's Joliet. Well, now, who'd hev thought we'd been nigh on to an hour?

Two or three anxious passengers from their berths: "Say, look yer, stranger! Old man! What became of—"

But the One Man and the Other Man had vanished.—*Bret Harte in San Francisco News Letter of April 14, 1877.*

## The Necessities.

Just a little bit o' tater,  
Just a little bit o' bread,  
Just a little bit o' piller  
Where to lay yer sleepy head  
When the workin' day is ended;  
Just a roofree's shelter, too,  
Also just a little lovin'  
When the clouds are crowdin' you.

Oh, it's just the bit o' lovin'  
Makes the world seem green and glad;  
Just a little bit o' baby  
With her arms held out to dad;  
Just a little baby's mother  
Workin' 'round you with a song—  
Oh, the world is never gloomy,  
And the day is never long.

Oh, I wouldn't traded places  
With old Russell Sage at all!  
With no baby's kiss to greet him,  
And no baby voice to call  
Out in joy at his home-comin',  
And to run to him in glee—  
Uncle Russell with his millions  
Couldn't traded jobs with me.

Just a little care-free cottage  
With the vines about the door,  
Just a laughing, giggling baby  
You can tussle on the floor  
When the workin' day is ended;  
Just a roof to shelter you,  
Also just a little lovin',  
An' a babe to holler, "Boo!"

—*Houston Post.*



# THE FIRESIDE

This Department is open to all women friends of the Brotherhood.

## The Children's Birthright.

The defense of play for children is an unnecessary task. Play teaches through the senses and muscles (the great paths to knowledge), the lesson of loyalty (the seed of the patriotic spirit), of honor, of respect for opponents, of pluck, of initiative, of obedience and self-sacrifice, of training and fitness. Besides, thanks to its intervals of rapid movement and rest, and thanks to the enjoyment and the tonic effects of enjoyment upon the blood and circulation and nerves, it is invaluable as a means to health.

The second birthright of children often goes with the first; it is air and light and some contact with nature.

The third birthright often goes with the first: physical exercise of the right sort. Today most children in cities are cramped out of their natural shape and health by too long sitting and standing, by too much reading and writing and word-work. It is our duty toward them to teach them how to use the left hand, for example; how to breathe, how to relax the muscles, how to walk and run, stand, sit, and lie, how to swim, how to make good the deficiencies and correct the deformities that city flesh is heir to; in brief, to lay healthy habits as firm foundations deeply fixed in the days of youth.

We ought to supervise the development of children, training (as naturally and pleasantly and unfussily as possible) the large muscles before the small, quickness before endurance and straining strength, teaching repose and relaxation—the birthright of children as of flowers; graduating the progress, line upon line.

The fourth birthright is rest itself—proper conditions and proper hints are often necessary even for the tiniest children. The hint to relax the eyes, to look at something a long way off, is of itself of wonderful value even to the youngest as a remedy or preventive of highly strung nervousness.

The fifth birthright is appropriate food and drink. The subject demands a volume rather than a paragraph, but three errors claim notice even in the very shortest space. They are: deficiency of good body-building material (proteid), together with natural "salts," such as are provided by the juices of fruits and vegetables; too free use of wet, starchy food, pappy stuff which, almost unmasticated, goes down to ferment within the child; and the presence of stimulating and irritating elements, especially of an over-acid kind.

It is hardly an exaggeration to say that if life,

a fair chance of living well and happily and usefully, is a birthright of children, then appropriate food and drink are also a birthright of children. I would go further than the orthodox authorities: I would assert that, of the children who die before the age of five, the vast majority would, with appropriate food and drink and a few other cheap conditions, not only live but also thrive.—*Eaustice Miles, in London Chronicle.*

## Baby Customs In Foreign Countries.

Salted and buttered babies are just as much matter of fact as is the sterilized, hygienic baby of civilization, and it is doubtful—could the little mites of all creeds express an opinion on their treatment when they enter the world—which custom would receive the most compliments.

When a baby is born in Guinea all sorts of funny things happen to it. Its mother buries it in the sand up to its waist so it cannot get into mischief, and this is the only cradle it knows anything about.

The little Lapp infant is cradled in a shoe—its mother's. This is a big affair covered with skin and stuffed with soft moss. This can be hung on a tree or covered up with snow while mama goes to church or to any place where babies are not invited.

The baby of India rides in a basket which hangs from its mother's head, or from her hip or in a hammock. In some parts the baby's nose is adorned with a nose-ring, and in others its face is wrapped in a veil like its mother.

The Chinese baby is tied to the back of an older child.

The Mongolian infants travel about in bags slung on a camel's back.

In some parts of Europe and Asia there is a peculiar custom of salting new-born babies. When a baby is born among the Armenians of Russia the nurse takes the infant and covers the entire skin with very fine salt. This salt is left on the baby for three hours or more and then the child is washed with warm water.

In Asia Minor there is a tribe of people living in the mountains who do even worse than this. They salt their new-born babies and leave the salt on them for twenty-four hours. The modern Greeks sprinkle salt on their babies.

This practice of salting babies is an ancient custom. It has its rise in superstition, of course. The mothers think that salting insures their children health and strength, and that it will keep

evil spirits away from them. Even in some parts of Germany salt is still used on the child at birth.

In some countries the mothers lay their babies where a stream of water falls on their heads. This is to make them tough, which it does unless the babies die as a result of this treatment. Another mother covers her baby's head with paste, while the Tartar baby is covered with butter.

The worst fate of all falls to the lot of the newly born children in Bulgaria. Their mothers put a hot omelette on the little ones' heads, to make them solid and protect them from sunstroke.

—*The Scrap Book.*

### The Belle Of Long Ago.

I watch her sitting, rocking there,  
And gazing dreamily away;  
Her hands are wrinkled now that were  
So plump and smooth and soft one day;  
Her hair that once in ringlets hung  
Forms one wee coil as white as snow;  
Once she was free from cares, and young—  
Perhaps she flirted long ago.

Her nose droops down, her lips are drawn,  
She sighs for loved ones gone before;  
The luster from her eyes is gone,  
Her once round cheeks are round no more;  
Yet once, perhaps, her glance was coy,  
Perhaps it made her smile to know  
That for her cruelty some boy  
Was broken-hearted long ago.

She rises slowly, bent and small,  
And moves with feeble, careful tread;  
She wears a somber garb, and all  
The graces from her form are fled;  
But once, perhaps, she tripped along  
In airy robes—the note of woe  
In some forgotten poet's song  
She may have given, long ago.

Ah, Time, thou rogue! I see her now  
In all her youthful grace and charms—  
Behold the ringlets on her brow,  
The rounded whiteness of her arms.  
I hear her merry laugh; she skips  
Down flowery ways, her cheeks aglow  
With pleasure at the sweet words from lips  
That fell to dust long, long ago  
—*Chicago Record-Herald.*

### A Girl I Used To Know.

Moth and mice and the years have scarred  
Over the picture. Face all marred—  
Face that once was a dream to see,  
Fairest in all the world to me,  
Out of the Past, where the shadow grays,  
Whose is the face in the picture? Oh—  
Only a girl that I used to know!  
Perfume faint round the picture clings;  
Oh, what a legion of thoughts it brings!  
Odors of spring in the May night-air;  
Breath of the rose in her clinging hair;  
Great round moon from the whispering trees

Wafted up by the soft night-breeze;—  
Moon that haloed the sweet hawthorn,  
Silvered the dew on the rustling corn.

Put it away!  
The day is strange;  
My path has strayed  
From the old life's range;

The eyes that laugh and the cheeks that glow  
Belong to the world of the Long Ago!

Put it away!  
I would forget  
Whether the Past  
Is living yet!  
Whether the bloom and the myrtle grow  
Over the girl that I used to know!

—*San Francisco Bulletin.*

### The Elocutionist's Curfew.

England's sun was slowly setting—(Raise your  
right hand to your brow),  
Filling all the land with beauty—(Wear a gaze  
of rapture now);  
And the last rays kissed the forehead of a man  
and maiden fair  
(With a movement slow and graceful you may  
now push back your hair);  
He with sad, bowed head—(A drooping of your  
head will be all right,  
Till you hoarsely, sadly whisper)—“Curfew must  
not ring tonight.”

“Sexton,” Bessie's white lips faltered—(Try here  
to resemble Bess,  
Though, of course, you know she'd never worn  
quite such a charming dress),  
“I've a lover in that prison”—(Don't forget to  
roll your r's  
And to shiver as though gazing through the iron  
prison bars).  
“Cromwell will not come till sunset”—(Speak  
each word as though you'd bite  
Every syllable to pieces)—“Curfew must not ring  
tonight.”

“Bessie,” calmly spoke the sexton—(Here extend  
your velvet palm.  
Let it tremble like the sexton's as though striv-  
ing to be calm),  
“Long, long y'ars I've rung the curfew”—(Don't  
forget to make it y'ars  
With a pitiful inflection that a world of sorrow  
bears),  
“I have done my duty ever”—(Draw yourself up  
to your height,  
For you're speaking as the sexton)—“Gyurl, the  
curfew rings tonight!”

Out she swung, far out—(Now here is where  
you've got to do your best;  
Let your head be twisted backward, let great sobs  
heave up your chest,  
Swing your right foot through an arc of 90  
lineal degrees,

Then come down and swing your left foot and be  
 sure don't bend your knees;  
 Keep this up for 15 minutes till your face is worn  
 and white,  
 Then gaze at your mangled fingers—"Curfew  
 shall not ring tonight!"

O'er the distant hills came Cromwell—(Right  
 hand to the brow once more;  
 Let your eyes look down the distance, say above  
 the entrance door)  
 At his foot she told her story—(Lift your hands  
 as though they hurt)  
 And her sweet young face so haggard—(Now  
 your pathos you assert,  
 Then you straighten up as Cromwell, and be sure  
 you get it right;  
 Don't say "Go, your liver loves!")—well: "Cur-  
 few shall not ring tonight!"  
 —*W. D. Nesbit, in Harper's Magazine for De-  
 cember.*

### An Unlucky Fellow.

A more unlucky fellow than he was hard to find  
 Notwithstanding that he carried amulets of ev'ry  
 kind,  
 But he never could get hold of one on which to  
 depend  
 And though he tried them by the score his for-  
 tunes wouldn't mend.  
 For he never did have luck.

He never passed a hunchback that he didn't rub  
 his hump,  
 And ev'ry time he spilt the salt he would burn  
 a lump,  
 A rabbit's foot about his clothes he carried night  
 and day;  
 When he saw a funeral coming he turned the  
 other way.  
 And still he had no luck.

On Fridays he was careful as any man could be  
 And carried double charms to ward off catastro-  
 phe,  
 'Gainst the fateful thirteen he was ever on his  
 guard,  
 For he believed to every man it was evil-starred.  
 And blamed if he had luck!

As for four-leaf clovers, he found them by the  
 bale  
 And when'er he saw a pin you bet he'd never  
 fail  
 To stoop and pick it up for it was a lucky find;  
 And you'd never catch him passing good fortune  
 of that kind.  
 But it didn't bring him luck.

He'd never think of walking underneath a ladder,  
 He'd sooner to his bosom take a rattlesnake  
 or adder,  
 He always crossed his fingers when he met a red-  
 haired coon,  
 And carefully obeyed the signs of all phases of  
 the moon.  
 But he hadn't a bit of luck.

At last in desperation he threw his charms away,  
 And signs of superstition he would not obey.  
 Hunted work and found a job, and daringly  
 braved Fate;  
 But he never met her and he's been noticing of  
 late  
 That he has better luck.

—*Pittsburg Leader.*

### The Thoughtless Fool.

He does the most annoying things  
 And makes remarks outlandish;  
 You'd say, so much of woe he brings,  
 His nature is brigandish;  
 And yet, when'er he's in the wrong,  
 He's always sure to rue it—  
 Then is the burden of his song:  
 "I didn't mean to do it."

That phrase absolves him from all blame  
 In his own estimation;  
 There's naught to say, should he disclaim  
 Intent of devastation.  
 He interferes with some one's plan,  
 Brings discord, mayhap, to it,  
 Then mildly pleads as such men can:  
 "I didn't mean to do it."

He pulls a curtain from the pole;  
 He breaks a window-shutter;  
 He harrows up some woman's soul  
 With words he should not utter.  
 He'll make a wreck of anything,  
 And, as he stops to view it,  
 Why, to that phrase he still will cling—  
 "I didn't mean to do it."

A broken vase or statute,  
 Or feelings lacerated;  
 A business scheme that is upset,  
 A scandal great created—  
 All these and other ills profuse,  
 He holds, if you but knew it,  
 Are covered by that one excuse:  
 "I didn't mean to do it."

—*Chicago Post.*

### "The Necessity For Women Suffrage."

"We are convinced that the time has arrived  
 when the welfare of the nation would be most  
 effectually conserved by conferring upon women  
 the privilege of voting and holding political  
 office."

Today we are satisfied that the intellectual  
 equipment of the average American woman is  
 quite equal to that of the medial man. Morally,  
 admitted, she is his superior, and therein lies  
 the basis of our conviction that as a matter, not of  
 right, but of policy, she should be taken into  
 full political partnership.

The three evils most menacing to the country  
 today are (1) debasement of moral standards in  
 politics and business, (2) absorption by a few, at  
 unwarranted cost to the many, of the common

wealth, and (3) unreasonable and violent expression of resentment by the multitude. With each of these perils the American woman is quite as competent to cope as the American man.

That she would be less tolerant of moral deficiency in a candidate for public office requires no demonstration; that, as a careful householder and ambitious mother constantly practising economies for the advancement of her children, she would take an active part in restraining monopolies from adding undue profits to the cost of general living seems evident; that her keen personal interest in the preservation and protection of homes and property would inevitably constitute her a conservative balance against the increasing horde of foreign-born voters may also, we submit, be accepted as a certainty.

The time for the effective use of the once sound objection that she would not exercise the privilege we believe, is past. Until recently, the necessity for woman's influence in politics has not been apparent; it is now, and it will become increasingly so during the next few years.

It is true, doubtless, that at the moment the average woman is not adequately equipped with information respecting public affairs; but may not this be due chiefly to the absence of occasion for its acquirement? Moreover, is it certain that she is not even now as well qualified, at least, as the average unit in the great mass of American voters? And, at the very worst, would not her mere instinct afford a guide wiser and safer than the sordid motives which now actuate so great a proportion of the electorate?—*North American Review*.

### After Christmas.

I'm glad that Christmus 's over,  
Fer it's a mighty tryin' time  
Fer th' feller who wants a dollar  
An' can only get a dime.  
An' then th' house is 'different—  
I c'n go most ennywhere  
Without my mother sayin',  
"You mustn't go in there."

Mother's keepin' house again,  
An' father's just himself.  
There hain't no place that I can't look,  
In closet or on shelf.  
I feel that I'm a member  
Of th' fambly once again  
An' that my snoopin' round th' house  
Hain't causin' enny pain.

I'm glad that Christmus 's over,  
Fer I know what I have got.

I'm satisfied with all of it.

Although it hain't a lot.

Of course I'd like t' 've had a bike,

A pony an' a pup,

But I'm glad that mother's settlin' down

An' father's settlin' up.

—Thomas Holmes, in *Trenton State Gazette*.

### Statement of Claims.

Port Huron, Mich., Dec. 1, 1906.

Previously paid .....\$245,140.17

Paid Since Last Report.

|     |                                     |        |
|-----|-------------------------------------|--------|
| 633 | S. A. Cross, Denver, Col.....\$     | 500.00 |
| 634 | Belle Lahey, DeSoto, Mo.....        | 500.00 |
| 635 | D. W. Cramer, Newberry, Pa....      | 500.00 |
| 636 | F. J. Sullivan, Jersey City, N. J.. | 500.00 |
| 637 | Mary Fagan, Mauch Chunk, Pa..       | 500.00 |
| 638 | E. H. Cooke, Moose Jaw, N. W. T.    | 500.00 |
| 639 | U. F. Collard, Galion, Ohio.....    | 500.00 |
| 640 | Jas. Conrad, Algiers, La.....       | 500.00 |
| 641 | Wm. B. Harris, Logansport, Ind..    | 500.00 |
| 642 | Chas. Timma, Union Hall, N. J..     | 500.00 |
| 643 | J. D. Mills, Atchison, Kas.....     | 500.00 |
| 644 | J. A. Nuner, Ft. Scott, Kas....     | 500.00 |
| 645 | R. S. Patterson, Indianapolis, Ind. | 500.00 |
| 646 | Chas. Hibler, Saginaw, Mich....     | 500.00 |

\$252,140.17

Died Since Last Report.

May Sinckhammer, of Lodge No. 256, died November 2, 1906.

Myrtia A. Russell, of Lodge No. 4, died November 2, 1906.

Nannie Booth, of Lodge No. 170, died November 2, 1906.

Laura Johnson, of Lodge No. 147, died November 6, 1906.

Mary Newton, of Lodge No. 157, died November 11, 1906.

Free L. Rector, of Lodge No. 71, died November 13, 1906.

Emeline Dawson, of Lodge No. 238, died November 19, 1906.

Maud Beattie, of Lodge No. 93, died October 14, 1906.

Mae Frey, of Lodge No. 334, died November 25, 1906.

Rena Davis, of Lodge No. 193, died October 29, 1906.

AMY A. DOWNING,  
G. S. and T.



# TRAIN RULES AND KINDRED SUBJECTS

Send all inquiries to H. A. Dalby, Naugatuck, Conn.

## Movement Of Trains.—Continued.

(Old) RULE 94.—A train which overtakes a superior train or a train of the same class, so disabled that it cannot proceed, will pass it, if practicable, and if necessary will assume the schedule and take the train orders of the disabled train, proceed to the next open telegraph office, and there report to the ———. The disabled train will assume the schedule and take the train orders of the last train with which it has exchanged, and will, when able, proceed to and report from the next open telegraph office.

(New) RULE 94.—A train which overtakes another train so disabled that it cannot proceed, will pass it, if practicable, and if necessary will assume the schedule and take the train orders of the disabled train, proceed to the next open telegraph office, and there report to the ———. The disabled train will assume the right or schedule and take the train orders of the last train with which it has exchanged, and will, when able, proceed to and report from the next open telegraph office.

When a train, unable to proceed against the right or schedule of an opposing train, is overtaken between telegraph stations by an inferior train or a train of the same class having right or schedule which permits it to proceed, the delayed train may, after proper consultation with the following train, precede it to the next telegraph station, where it must report to ———. When opposing trains are met under these circumstances, it must be fully explained to them by the leading train that the expected train is following.

The old form of this rule is practically repeated in the first part of the new, except that the new rule permits any train to pass another under the circumstances indicated, while the old one limited the action to "a train which overtakes a superior train or a train of the same class."

The rule is intended to be of assistance in the case of a train being delayed at a blind siding. It is not intended to be used if arrangements for moving the trains can

be made by the dispatcher. If the wires were in trouble and serious delays could be avoided by taking advantage of the rule it would be perfectly proper to do so.

There may be some question as to just what is meant by the words, "so disabled that it cannot proceed." Originally it was intended to provide for the case of a break in machinery, a derailment or something of that character, but if a train is held by hot boxes, loading or unloading stock, or possibly for a connection from a branch line, it is just as truly delayed as though its engines were on the ground. The rule may therefore be construed to cover all such cases as its object is to assist trains when beyond the reach of the dispatcher.

The rule says that the overtaking train will pass the other, "if practicable," which means if the disabled train is in such position as to allow it to pass. If the overtaking train can proceed with the privileges it already holds it may go ahead without further assistance from this rule, but if necessary it "will assume the schedule and take the train orders of the disabled train." If the delayed train is an extra, of course there will be no schedule for the other to assume, but it would take *all* its train orders and would by that means change its identity, becoming the extra of the same number, even though it does not have the engine of that number. Suppose it is extra 234 that is delayed. Extra 678 overtakes it and it becomes necessary to take advantage of this rule. The delayed train gives all its orders to the other and the latter thereby becomes, according to the rule, "Extra 234," although it is pulled by engine 678. If the overtaking train were a regular train and need the orders of extra 234 in order to proceed, the case would be the same and it would become "Extra 234" for the time being and until it could reach a point where it could obtain orders from the dispatcher.

The next instruction is that the passing train will "proceed to the next open telegraph office and there report to the ———."

This blank is to be filled in by each road according to whichever officer is in charge of the movement of trains, usually the one whose name is signed to train orders. This varies on different roads, it being the train dispatcher, chief dispatcher, trainmaster or superintendent, as the case may be. This report should be made by message from the conductor, explaining what he did, why he did it, what is the cause of the delay to the other train and about how long (if possible to tell) it will be delayed. Conductors should remember that this information is of the highest importance to the dispatcher, as he may have a half dozen trains whose movements depend on the one which is disabled. After reporting at the first open telegraph office it is the duty of the dispatcher to make the necessary arrangements for their further movement.

According to the rule the act of overtaking and passing may be repeated by another train, if necessary, in the same way. It must be remembered that in every case the train which is disabled assumes the identity of the one to which it gives its orders and the one passing takes the identity of the one that is delayed. The delayed train, therefore, is known by the name of the last train with which it exchanged. If it were an extra it becomes the extra of that number, even though it does not have the engine to correspond with that name.

Then the rule says that "the disabled train will assume the schedule and take the train orders," (according to the old rule), or "assume the right or schedule" (according to the new rule) "of the last train with which it has exchanged, and will, when able, proceed to and report from the next open telegraph office." The conductor should then report his arrival by message, giving the identity of the train as it was since the exchange of train orders. The dispatcher will then give him orders to proceed.

It should be remembered that a train which changes its identity according to this rule cannot proceed after reporting at the first open telegraph office without a *running order*; that is, an order telling what train it shall be. The rule gives it authority under these circumstances to assume the identity of another train and run to the next open telegraph office, but there its authority to run ceases. It must have another order before it can proceed.

It has been asked whether, if the overtaking train can proceed by taking only one or two orders from the one disabled, if it may take only such as it needs. The rule seems to answer that *all orders* in the possession of each train must be exchanged. The identity of the train is changed, and it must have all orders addressed to the train of the name or number it assumes. A particular reason for this will be shown

later. After reporting at the first open telegraph office, therefore, it must receive not only a new running order, but a complete set of new orders as though it were just starting out.

This rule is one that will permit of considerable elasticity. It is meant to provide for emergencies, and emergencies always call for a display of good judgment on the part of the men who handle the trains. The spirit of the rule must be regarded as well as the requirements which are actually stated.

It has been shown that the word "disabled" in the first part of the rule may have a wider meaning than is at first suggested. When an exchange of orders is made there should be a careful consideration between the men on the two trains as to the probable time when the delayed train can be ready to move. If it is an important train and it is thought that it can be ready in a short time it may be well to send a flagman on the passing train to hold others at the next station until the disabled train arrives, providing, of course, such assistance is necessary. If the delay promises to be a long one and it is known that an important train in the opposite direction will be delayed thereby, arrangements should be made for the latter to move as soon as the passing train will permit it to proceed.

An arrangement of this kind can be best effected by the conductor of the disabled train going with the one which passes it to personally notify the one in the opposite direction that his train will await their arrival at the point of delay. Such matters should receive careful attention, and in many cases conductors and engineers can arrange matters between themselves so that important trains can be kept moving even though they are beyond the reach of the dispatcher.

The rule prescribes that the train which passes the other will "proceed to the next open telegraph office." This instruction should be carried out according to the spirit and intention of the rule and not be accepted too literally if circumstances warrant. The next open telegraph office may be 30 miles away, while an operator may be at the next station, though not on duty. Circumstances might justify calling him to report the arrival of the train. The condition being known to the conductor and engineer they should decide whether this would be necessary. If other trains were expected in the opposite direction it would be well to communicate with the dispatcher at the first opportunity. Should it be found that the wires were in trouble and the situation were such that the train could continue to the next station, that would be the best thing. Conditions should determine the proper course to pursue.

Although the rule does not so specify, a

train passing another under this rule and thereby changing its identity should use extreme care to notify every train it may meet or overtake, and which may be affected, as to the action which has been taken. Care should be taken not to overlook any such trains in case they may be at gravel pits or other places not readily seen from the main line.

These cases, are of course exceptional, and they are liable to cause peculiar situations which must be handled wisely by the men who are in charge. The matter of change of identity, especially with extras, might lead to confusion unless fully explained by those who understand it. If necessary for a train to register while under such changed identity, the greatest care should be used to make the matter plain. It might even be advisable for the dispatcher to issue a train order explaining the situation to other trains. This, however, would be an extreme case. In a general way it may be said that as these are occasions out of the ordinary they call for the greatest care on the part of those concerned in order to prevent any possible misunderstanding.

We feel warranted in giving this advice: Do not exchange orders if it can be avoided. If the following train can simply pass and run ahead of the other, that is best. An exchange of orders will not be necessary unless the delayed train has right to proceed and the other has not. An exchange of orders means an exchange of identity, and that means a possibility of misunderstanding which it is well to avoid if possible.

There are times when men can facilitate the movement of trains by the exercise of good judgment when left to their own resources. In a case such as we are considering, should the delayed train be of greater importance than the one overtaking it, perhaps by taking the engine from the other train it could proceed, in which case the change would be the proper thing. Men should be encouraged in acting on their own judgment in cases where the movement of an important train may thus be facilitated.

We now come to the second paragraph of new Rule 94 which makes a provision not previously in the Standard Code, although it has been in effect on a number of roads and has proved its usefulness on many occasions. Like the first part of the rule, it is intended to assist a train when it cannot be reached by train orders and is overtaken by another train which has right or schedule to proceed. It is plain that under such circumstances it would be foolish for the leading train to stay there while another train behind it had right to proceed.

Note that in taking advantage of this part of the rule there is no exchange of orders, only an agreement and an understanding

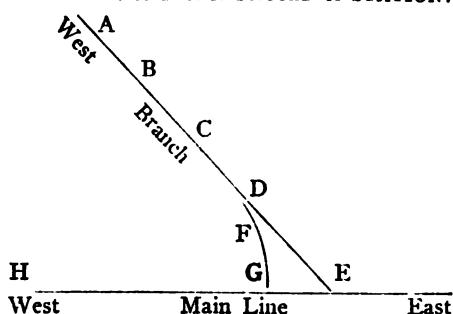
between the men on the two trains as to the right to proceed. On this subject there have been some questions asked, although we think it is not difficult to understand. The only thing to decide is whether the overtaking train has the authority to proceed. If it has it may take the other ahead of it. In the case of one section overtaking another, of course, the overtaking section could not take the other ahead of it if the delayed section had orders which held the following section as well as itself. If No. 33 had an order to meet 1st No. 32 at B (32 being superior) and 2d 32 overtook the 1st at B before No. 33 arrived, it is plain that 2d 32 could not give the 1st any authority to pass the meeting point for the reason that an order to meet 1st 32 holds the 2d also. But, on the other hand, suppose No. 33 has an order to meet No. 32 at B and while No. 32 is waiting at the meeting point No. 34 comes along behind it. 34 is superior to 33 and is now overdue at B, so that No. 33 having no help on 34, it cannot make that station for it. The men on 32 and 34 consult with each other and find that the latter train has a schedule permitting it to proceed. Under new Rule 94 No. 32 may precede No. 34 and both may proceed. No. 32 may proceed by reason of No. 34's schedule until No. 33 is met, or until orders may be obtained from the dispatcher. Readers of the JOURNAL will recognize this feature of the operation of Rule 94 in which the much discussed question which began with Question 102 in the March number wherein 2d No. 1 was given right over No. 2 A to G and overtook the 1st section at F, a blind siding. We maintained that No. 2 could not leave G until the arrival of 2d No. 1, although a few have expressed the opinion that No. 2 could proceed from G because it had schedule right over the 1st.

Note carefully the last sentence in the rule which requires that the leading train must notify opposing trains which it may meet of the action taken and call attention to the fact that the other train is following on its own right or schedule. The same care should be exercised in this case as when a train changes its identity under the first part of the rule, proceeding ahead of the disabled train. These are unusual cases and every precaution should be taken by those who understand the situation to make it plain to those who do not. Some have asserted that the second part of new Rule 94 is not a safe or a practicable rule, but it has been used for years on a number of roads and we have known of no instance where any trouble followed its use. If it can be shown that the rule is not a good one we shall be glad to hear criticisms from any, and should any further information develop along this line we shall endeavor to give our readers the benefit of it.



1.—What is the general character of new Rule 94 as compared with the old? 2.—What is the main point of difference between the old rule and the first part of the new? 3.—What is the primary intention of the rule? 4.—Should it be used by trainmen if there is communication with the dispatcher? 5.—Suppose trains are delayed at a telegraph station but the wires are in trouble, may the rule be used? 6.—What is meant by "so disabled that it cannot proceed?" 7.—What is meant by "if practicable?" 8.—Under what circumstances is it proper to exchange orders and when is it proper? 9.—When an exchange is made must it include all orders, and why? 10.—When the overtaking train reaches the first telegraph office, what is the conductor required to do? 11.—May more than one train pass the one which is disabled? 12.—How is the delayed train thus affected? 13.—When the overtaking train arrives at the first telegraph office what kind of an order must it have before proceeding? 14.—How may the words, "the next open telegraph office," be construed? 15.—From the time of passing the delayed train until arrival at the next telegraph office what should be the special care of the overtaking train? 16.—What is provided for in the second part of the new rule 94? 17.—Is this rule or a similar one in use on your road? 18.—If so, has it proven a useful rule, and have there ever been any serious questions as to its use?

WHEN HAS A TRAIN PASSED A STATION?



Extra 1943 east had an order to run from A to G with right over all trains. They also had an order to meet Extra 303 west at F, Extra 303 to take the siding. It was early in the evening and the operator at C was in the office though not on duty. He noticed that Extra 1943 had broken in two and notified the dispatcher, who stopped the train at D to notify the crew in case they had not already discovered it. The conductor asked the dispatcher if he should take his head end to F and was answered by a message instructing him to do this, and, as he was to meet Extra 303 there, to arrange to bring it to D with him. The conductor instructed his men accordingly,

and he himself remained at D. The engine went to F with the head end and as Extra 303 west was not there the engine returned to D, leaving a man to carry out the instructions relative to Extra 303 proceeding to D. An important fact right here is that engine 1943 left the cars standing on the main track at F, the conductor and engine-man explaining afterward that as they had right over all trains and as Extra 303 was to take siding at F they considered this action proper. Engine 1943 backed to D, picked up the conductor and continued to back until they found their rear end between C. and B.

While they were doing this the dispatcher sent an order to Extra 1943 east at D and engine 231 at G, giving Extra 231 west right over Extra 1943 east from G to D. The order was completed and delivered to Extra 231 at G, but engine 1943 was still west of D, not having returned with its rear end. Extra 231 west proceeded and collided with the cars standing on the main track at F. When engine 1943 arrived at D the conductor and engine-man refused to sign the order, as of course they would, knowing the location of the cars set out by them at F. But it was then too late. Extra 231 had left G and collided at full speed with the cars.

Then came the investigations. The conductor and engine-man of Extra 1943 claimed that as they had right over all trains they had exclusive right to the main track and could leave their cars there if they wished; that their train had made the run as far as F and for proof of this statement pointed to the fact that they had met Extra 303 west at that point in compliance with their train orders. They were asked why they did not protect the cars by a flagman and they replied that there was nothing to flag; that if a flagman was necessary in that case it would have been necessary to send a flagman ahead of the train all the way from A to G.

Our opinion has been asked in regard to the responsibility for the collision. From the description it would seem that the crew of Extra 1943 were not justified in leaving their cars on the main track at F. Their defense was that they had run as far as F and therefore the dispatcher had no right to assume that they could be held at any station between A and F.

What is a train? "An engine, or more than one engine coupled, with or without cars, displaying markers." So says the Standard Code definition of the words. This can mean but one thing, so we believe, and that is that a train extends from the engine to the markers. We are sure of one thing; Extra 1943 had not arrived at F for the reason that its markers had not arrived there. We are equally sure of another statement! Extra 1943 and Extra 303

had not met at F for the reason that two trains cannot meet until all of both trains are there, and a part of Extra 1943 was west of B. Therefore they did not in reality meet at F. Under protection of a flag and by reason of an agreement between Extra 1943 and Extra 303 the latter train passed the meeting point named in their order, but, it was only on account of this arrangement. It was not a strict fulfillment of their orders. Therefore Extra 1943 had not, according to rules, met Extra 303 at F and their statement to that effect did not prove that their train had run as far as F.

Now for the question whether the dispatcher could lawfully send an order to Extra 1943 after the engine (though not the caboose) had passed D and come back again, being west of D when the order was sent. The common practice is, and we believe it is supported by the rules, that a dispatcher may send an order to a train if it is in such a position that it may be held by the train order signal. Instructions to operators are very explicit on this point, and state that if the engine is beyond the signal the order must not be accepted until there is satisfactory evidence that the engineman understands that he is to be held. Our understanding is that if the engine passes the signal and comes back so that it must again pass it before leaving the station, the operator would be justified in accepting an order for the train. In this case, although the engine had passed D and gone with part of its train to F it had come back and was at that time west of D, possibly at C or B. Probably there is no dispatcher who would hesitate under these circumstances to send an order to D for Extra 1943 just as that one did and there is no operator who would refuse to accept the order.

In the judgment of the writer, the dispatcher and the operator were justified in their action but the train crew were not.

#### MEETING POINTS ON THE CANADIAN PACIFIC.

C. P. C. at Toronto Junction writes in reference to the letter from R. T. S. on page 993 of the November JOURNAL. This is on the subject of a signal between the conductor and engineman of a train on approaching a station where the train is to be restricted, either by schedule or train order, the intention being to make sure that both remember about it. He says their Rule 98 (e) provides for such a signal, and is as follows:

The conductor of every train except passenger trains, must, one mile from every station at which the train is not required to stop, give proceed signal to the engineer, who must, if he does not receive such signal, approach the siding cautiously and stop clear of the switch that an opposing train would use in taking the siding.

Evidently this rule is for the purpose of requiring the conductor and engineman of a freight train to have an understanding that all is well with the train and that there are no orders or other reasons for its stopping at the station, else it must be stopped and the trouble, if any, ascertained. With ordinary care this rule should operate to remind them, or at least one of them, of any reason why the train should stop.

The rule applies to all trains except passenger, and for them there are instructions issued in Circular No. 8, which is as follows:

The conductor of every passenger train must, one mile from every station, at which it is to meet a train superior to it by class or direction or by train order, give communicating signal 16 (e), receive steam whistle signal 14 (d), and the engineman will immediately make running test of brake in compliance with Air Brake Rule No. 4A.

This seems to cover the case exactly and provides for the conductor and engineman of every train communicating with each other in reference to meeting points and to orders which may restrict their movement. Presumably these instructions by circular apply to all parts of the system, which of course, is true in the case of the book of rules, and C. P. C. thinks there must be men on the road who are not thoroughly familiar with its regulations. Perhaps freight train men are not so particular about keeping posted on the rules governing passenger trains, but they should be, as there is no telling when one may be called upon to serve on a passenger train without notice or preparation. It is a good idea to be prepared for assuming other duties, even though there may not seem to be any immediate need for it. Many a man has fallen heir to a much better position by being able to take it, whereas it would have been lost had he only considered it necessary to have a knowledge of his every day duties.

#### QUESTIONS.

146.—“Extra 17, a ballast train, is handling ballast between Hudson and North Maine Junction. North Maine Junction is south of Hudson. When their train is loaded they find that they cannot get out of Hudson for No. 149, north-bound. They ask for orders and receive the following: ‘No. 149 will run one hour late from North Maine Junction to North Bangor.’ North Bangor is the second station south of Hudson. Now, Extra 17 cannot make North Bangor and clear the schedule time of No. 149, but it can go all the way to North Maine Junction and clear them, on the order. Would Extra 17 have right to run from Hudson to North Bangor on this order?”—O. A. S.

ANSWER.—No, it would not. There are no restrictions on No. 149 anywhere except between the points named in the order.

The dispatcher could, so far as the order is concerned, start a train on schedule No. 149 from North Bangor and run it on time.

147.—“I am on an extra running from A to H, west-bound. An east-bound passenger train runs from H to D. My extra arrives at D and we cannot make any further for the east-bound passenger train. That train is late and we are overtaken by a west-bound passenger train which has right over the east-bound train. Our train is on the main track and we cannot get out of the way without going to the next siding. Can I take the time-table rights of the train behind me and go to the next siding (as it is the only place I can get out of the way) or should I stay there and hold that first-class train behind me? It has right of track over the east-bound first-class train. I cannot get any orders and am on the main track. I claim I should take the time-table rights and get out of the way as it will delay both the other trains if I do not. Please explain whether I should wait until that train comes behind me, in case it should be late, or if I could take its time-table time when it came due and proceed.”—D. B. A.

ANSWER.—If we understand the question correctly there is no siding at D, or at least on this occasion the extra cannot clear the main track, in which case it could do nothing else than go to the next siding even if it had to protect itself by sending a flagman ahead. It could not assume the schedule rights of the first-class train in the same direction until that train had arrived for the reason that the train may hold orders which the extra could know nothing about. If the train overtook the extra, however, it could take the extra with it on its own schedule to the next siding.

If the extra knew before reaching D that there was no way for it to clear the main track at that station it should have figured on making the next siding where it could clear. Nothing but unforeseen circumstances should excuse them for being there at that time.

148.—“No. 1 runs from A to C, leaving A at 8 a. m. New time-table takes effect at 10 a. m., showing No. 1 due to start at 11 a. m., and running from A to D. Can No. 1 run through to D if it left A on time?”—B. B.

ANSWER.—According to the present edition of the Standard Code the schedule of No. 1 on the day of change would be annulled at 11 a. m. In other words, the train which is running on the schedule of that day cannot assume the schedule of the same number on the new time-table for the reason that the terminal station is C on the old and D on the new. The new Rule 4 provides for the train of the old time-table to assume the schedule of the new only when the schedules correspond in “number, class, day of leaving, direction, and initial and

terminal stations.” Therefore, if No. 1 is on the road the schedule of that day becomes annulled when the change takes place, and the train can only proceed by train order. If it has not yet left A, no train can start on the new time-table that day.

If you are still working under the old Standard Code rule, in which the only provision is that “a train of the preceding time-table shall retain its train orders and take the schedule of the train of the same number on the new time table,” we should say that if the train were on the road or had not left A it could assume the new schedule and run through to D. This answer is based on the assumption that on the old time-table it was due to arrive at C after 11 a. m., so that it would be impossible for it to have completed its run before the new time-table took effect and would of necessity assume the new, whether on the road or whether it had not left A.

It should be remembered that the old Standard Code Rule 4 is very indefinite under some circumstances and the above answer might not always apply. For instance, if on the old time-table No. 1 were due to arrive at C at 10:55 a. m., and had arrived on time there would be no train on the road to assume the new schedule. If it were late and were at B, for instance, the rule would clearly authorize it to take the new schedule and, having assumed it, the schedule would authorize the train to run through to D. But a train in the opposite direction, if it were at D, would not know whether a train of the old time-table would assume the new schedule or not, so it is plain that it should take the safe side and assume that the new schedule is in effect all the way to D.

In revising the Standard Code one object was to make clear the points that were obscure, and a case like this, if No. 1 were due on the old time-table to arrive at C before 11 a. m., is one of the things it has remedied. Many situations could be mentioned in which the old rule does not prescribe definitely the action to be taken by all trains concerned, but the new form makes all points quite clear.

149.—“The following order was issued: ‘Engine 2179 will work 6 a. m. until 7 p. m. between Sacramento and Roseville, protecting themselves, and will meet extra 2679 at Walerga.’ I am on extra 2679. Have I a right or not, to go after 7 p. m., not finding them there?”—B. B.

ANSWER.—We have many times protested against such orders being given unless it is known positively that the trains will meet, or that the meeting order can be annulled. A meet order means but one thing, and that is, *meet*, and the only way trains can meet is to be at the same place at the same time. If the extra arrives at Walerga and does not find the work extra, our opinion is that, according to the rule, it should wait for it.



There is no free list.

Send all remittances for subscriptions to the Grand Secretary and Treasurer. See Section 30 Constitution, Grand Lodge.

Letters for this department must be written on one side of paper only, written with ink and must be at the office not later than the 12th of the month to insure insertion in the current number.

All changes of address, communications pertaining to the Journal, etc., should be sent to the Editor. Do not send resolutions.

When the Journal does not reach you, immediately give us your name, correct address and the number of your Lodge.

## To Our Journal Agents.

We take this opportunity to thank all of our good friends who have assisted us to place the JOURNAL in the hands of about 8,000 persons who are not members of the Brotherhood. This number represents the subscribers outside of this organization to which the 87,000 members added, gives us a circulation of 95,000 JOURNALS for this issue.

We know that if our brothers would take the interest in securing subscribers they should that our outside list ought to have not less than 25,000 names. If each JOURNAL Agent would send us but five names a month we would have close to 50,000 outside subscribers before the end of 1907. There are a number of places where it would be impossible to secure this monthly number, but there are plenty of other places where it could be made fifty names for each month.

If our brothers only knew the good that has been done to our Organization and the assistance the JOURNAL has been in explaining the fair side of the labor question, they would understand the necessity for placing the JOURNAL everywhere. There is no opportunity for the person outside of a labor organization ever to know the truth concerning the labor movement. All he hears, or reads, is what is published by the friends of the employers and his interest all goes with his understanding.

It is rather difficult to get the average man interested in economics. In the first place such reading requires analysis, if it is to be understood, and many readers are too lazy to follow up anything but "the fortunes of the heroine." In the next place there are very few persons who will admit, even to themselves, that there is anything in economics with which they are not thoroughly familiar. That they are not, never occurs to them until they are asked to explain something, when they are up against it, but generally manage to wiggle out some way.

The JOURNAL tries to be plain, straightforward and fair in all of its expressions. Its aim is to

be interesting, educational and to set the purposes of this Brotherhood squarely before every reader. Its first purpose is to represent the Brotherhood of Railroad Trainmen, but it also does not neglect matters that are of interest to those who are not members of the Brotherhood.

Subscribing for it is a business proposition, just as buying anything else is. It is not a question of charity—we can worry along without the money if we have to,—but we want the reading public to have this JOURNAL. We want everybody to know what a labor organization thinks is right, or wrong, and we ask each member of this Brotherhood to select a possible subscriber and get his subscription for us. Do not put it all on the JOURNAL Agent, take it up yourself and let us have an issue for 1907 that will be worth while. Let everybody get in on this. Read the prize list in the advertising pages where reward waits for every man, or woman, who wants it.

## Roanoke, Va.

Old Virginia Lodge No. 492 has had a good nap from the JOURNAL point of view. But so far as the lodge is concerned we are wide awake, and I am glad to say that so far this year it has been the banner year in its history. It has made a splendid gain in membership. To make a long story short, the lodge is in better shape, both financially and numerically than ever before. She has had a splendid set of officers for several years, wide awake and always ready to give her a push whenever needed.

I was sorry to hear some of the old wheel horses decline re-election when nominations came up last meeting night. But we have a splendid set of boys here and I am sure they will make no mistake in selecting their leaders for the next term. I am glad to see how the Organization has grown during the last few years. I note our Grand Secretary and Treasurer reports 86,000 members on November 1st. I am glad to see this numerical gain since our last convention. Let's all get our shoulders to the wheel and see

if we cannot roll up 100,000 by May 1st, 1907, when we go to Atlanta. I feel sure Old Virginia Lodge No. 492 will do her part, although we have very little timber uncut, but the undergrowth is coming up right fast and we believe in keeping the premises clear.

Should this come to any who do not attend their lodge meetings I must tell them they are very derelict in their duty, besides they have no idea what they miss. With best wishes to all, I close.

O. C. CASE,  
Financier No. 492.

## Railways Of The World.

Ninety years ago there wasn't the sound of a real locomotive whistle on this big round earth, and today there are on its surface 584,000 miles of railway, 211,074 of which are in the United States. This is 21,367 miles more than are in Europe, Russia, Germany, France, India, Austria-Hungary, the United Kingdom and Canada combined; or 112,296 more miles than have all the other Anglo-Saxon countries of the world. In the railroad business your Uncle Sam is the boss. The growth of railways in this country has been one of the world's modern wonders. In 1835 we had only a thousand miles. By 1850 we had nine thousand. In 1860 we had 30,000 miles. Then came the great Civil war, and we only built five thousand miles up to 1865. We doubled that in the next ten years and went to 70,000. The next ten years we went to 128,000, and in 1905 we showed up with 217,328 miles, and it is still growing. We have such vast reaches of country where railway building is possible and so much territory that is capable of development where the transportation facilities are provided that the growth will hardly be checked during the life time of any of us, though the time must come when there will be no urgent necessity for roads. Then the work will go on in the improvement of what is yet in a very crude condition, as compared with what the highest railway development is. The freight carried by the roads in 1905 was 437 million tons, and the passengers 720 millions, nearly two million of people a day riding on trains. And yet there are plenty of native Americans who never saw a locomotive, and they are not blind people, either. We trust that shortly Congress will take up the subject of protecting railroad passengers. The loss of life upon our railroads is appalling, and the conditions existing will not improve until there is a Federal department to investigate every accident, which the companies should be forced to report, so that the cause of such accidents may be determined and the blame placed where it belongs, and steps taken to prevent the recurrence of similar accidents in the future. The Board of Trade, a government body, does the work in Great Britain, and though accidents occasionally occur there, these government investigations have reduced the loss of life to a minimum, and a similar department here would work the same happy results and save thousands of lives yearly that are now recklessly wasted. Once upon a time people

could not read, and knew little of what was going on, but this is now a reading nation, and, by the way, this is the first generation that has been able in the widest sense to read, and now that we can both read and think, the people will insist on the passing of every bit of popular legislation that can add to the national health, wealth and happiness. The Fifty-ninth Congress has made a good start, and we shall look to its successors for equally good work. The people are taking less and less interest in parties. What the people want is God-fearing, patriotic men, who understand our needs and who desire conscientiously to strive and work for the good of the nation at large. May we have the good luck to get a man in the White House like the one we now have, who is not afraid to practice what he preaches. We are reading and thinking, and we are not to be led by the nose deceived by party shibboleths and political machines. The national welfare and those who will work for it, is the slogan of the thoughtful American today.

ALFRED S. LUNT,  
Lodge No. 456.

## Does It Pay?

The question is, does it pay to be thoroughly organized? My answer is yes. I have reviewed several of the Eastern railroad system recently, and I found where the men were thoroughly organized the wage rate was much higher and the conditions much better. In the East we have three systems where the men are thoroughly organized, namely, the Pennsylvania, the N. Y., N. H. & H. and the Boston & Maine. In comparing the conditions of the above named roads with neighboring roads I find a vast difference, which is sufficient proof that it pays to be well organized. I consider on account of the changes that are constantly occurring in the conditions of railroad work that it is as indispensable to be organized as it is to be employed. In reviewing some of the systems I found something existing which surprised me very much. I noticed men working side by side performing the same service, but employed by different companies, where a difference of fifty cents existed, and the men employed by the well organized road were receiving the maximum rate. In this letter I will eliminate the poorly organized systems with one exception, as I believe the road to be the least organized on this continent. I refer to the Grand Trunk. And for a large system I was amazed at the conditions that existed, and also the wage rate in particular was surprising. It looked to me as if it were trying to emulate the slavery rule. Why are the men so poorly organized on this system? I asked of a member of the B. of R. T., after searching an hour for one. He was unable to explain. I inquired how long he had been a member. He replied that he had been a member four years, and during that time he had never assisted to increase the membership, as he had never been requested, and did not think it was his business. I asked if he was a regular attendant at meet-

inga. He informed me that he had not attended a meeting for the past eighteen months, notwithstanding that he was living within a half mile of the lodge room. I was satisfied that my first question was answered.

You who are employed on this system, if you wish to ameliorate your conditions and increase your wage rate, you must first augment your membership, and allow me to say, that, as members of this organization we are all organizers. There are no restrictions whatever in acting as such. I will say there is no necessity for receiving special dispensation from our Grand Lodge to act as organizer, or is there any danger of being expelled from the Brotherhood for making efforts to increase our membership, as it is not considered an offense. The constitution does not forbid us to increase our membership. I will say to you, brothers, who have not attended meetings for eighteen months, that it is perfectly safe for you to enroll all the men you can, provided they are the right material. Make an intelligent, well directed effort along this line, display some energy, you may possibly be confronted by adversity, but this should be expected, and when confronted in this way overlook it and have patience and I am positive you will be very successful. Indomitable courage is essentially necessary to gain your point.

In acting as organizer you must be persistent and determined; this is important in order to be successful. Very recently I received a communication from our Grand Lodge requesting me to assist in increasing our membership. I complied with this request at once. I selected your system for the field, and to say the least I was very successful. I am willing to admit that it required persistence and determination, but I gained my point in every instance, and my visit culminated in a successful manner.

Before we were members of this organization our knowledge of the principles of the Brotherhood was lacking. We did not understand the many benefits to be derived, and it required special efforts; it required continuous hard labor on the part of some brother to enroll us, and we are willing to admit this. Now that we are members, we feel greatly obliged to those brothers. We feel that they did us a great favor. Are we not willing to do for others what was done for us? Are we not willing to work hard to enroll those men who are no different than we were? I say be mutual and consistent. Each and every brother on this system should make it a definite task to keep this matter alive, and put your membership on a par with other railroad systems. Let us not forget that we were hard to enroll and at times very absurd in our excuses, when requested to join the organization. We were all slow in grasping the correct idea. The same is true of others. I understand the aggregate number of train and yardmen employed on the G. T. R. Eastern districts is approximately twenty-eight hundred and the number of B. R. T. members is too small.

The Grand Trunk is considered to be in a very prosperous condition. I believe the earnings of this company are in excess of many other rail-

road systems. Proof for this is the absorption of the Central Vermont, the Canada Atlantic and Vermont and Province Line, and also the construction of another large system known as the Grand Trunk Pacific. Wake up, brothers, increase your membership. You are behind the times.

Fraternally yours,

MEMBER OF No. 82.

### Permanent Chairman On B. & M. System.

The question of permanent chairman on the B. & M. system was recently voted on, and the writer has very good reasons for believing that it is impossible to judge by the results whether or not the members are in favor of the proposition.

It is very evident that the question so far as the vote of the membership is concerned was allowed to go by default, as a great number of our members did not manifest enough interest to cast a vote on so paramount a question, apparently for no other reason than that they did not consider it seriously as being essential to their own best welfare to cast a vote either one way or the other.

A great many of our members were also confused on the correct status of the question, many appreciating the fact that we were voting on whether or not to create the position, while many had their idols in view and were looking for their name on the ballot. In some instances a lodge instead of trying to poll an individual vote, would take a vote of the lodge in session, and then perhaps not forward it because the vote was negative; (never mind the legal features) everything considered it is very evident that the members in general did not give the question sufficient study to acquaint themselves with the essential details of the proposition, at least as far as our constitution and general rules are concerned.

The question has taken its initiative and the writer believes that it will come up again (good things always do). Everyone of our 2,300 or more assessable members should give the question such consideration and study as would enable him to judge intelligently on the relative merits of the question, at least to that extent as would admit of him recognizing on the moment a negative argument based absolutely on a misapprehension of facts, and perhaps in a degree detrimental to the organization.

The personality of a member eligible to the position does not enter into the merits of the question, the question at issue should be the creation of the position; is it or is it not essential to the best welfare of the organization on the system?

It is to be regretted that some of our members are of the opinion that no one man should be trusted in the position referred to; the writer is of the opinion that this is a rather narrow view, and conflicts obviously with the principles taught by the organization. The views held to the effect that no one man can be trusted in a

position of this kind are extremely shallow by virtue of the fact that if a man cannot be trusted permanently in a position of this kind to adjust such matters as would be put up to him, then he cannot be trusted on similar matters periodically; just such lack of confidence in one another is what retards our progress.

Any member can learn for himself whether or not the cost would be so much more as to savor of extravagance by looking up the average cost per year since our first agreement with the company took effect; also if the average number of days per year put in by General Chairman is sufficient to warrant keeping him busy if employed permanently.

Consider the question earnestly, brothers, and when it comes up again, as it surely will, manifest enough interest to vote either one way or the other, and not let a question of such importance go by default.

Fraternally yours,

J. P. MACARDLE, No. 266.

## The Ohio Railway Commission At Work.

The Railroad Commission of Ohio has started in on what promises to be a vigorous campaign in support of the safety appliance law and the first case presented to it has been decided against the company making the appeal.

The Hocking Valley Railroad Company is operated within the State of Ohio and it made application for an extension of time so that it might escape the application of the law. Grand Master Morrissey of the Brotherhood of Trainmen offered objections and was represented before the Commission by Brother H. R. Fuller, at the hearing of the petition of the Hocking Valley. We herewith present the decision of the Commission:

This cause came on for hearing upon the application of the Hocking Valley Railway Company for an extension of time within which to comply with the provisions of the Act to Promote the Safety of Employees and Travelers upon Railroads, etc., passed March 19, 1906. (O. L. 98, p. 75.)

The testimony offered in support of said application is to the effect that said railway company owns somewhat over 15,000 freight cars, consisting of box cars, flat cars and gondola cars, of which number about 12,000 are equipped with air brakes and about 3,200 are not so equipped, of which 3,200 applicant only desires to equip 600, not considering the remaining 2,600 worth equipping by reason of the limited capacity of such cars and the length of time the same have been in service.

The testimony further shows that 75 per centum of all cars carrying freight go out of the state laden with interstate traffic; that all trains, without a noted exception, carry interstate traffic in car loads; that the said Hocking Valley Railway Company on September 1, 1905, increased, on its own accord the minimum requirements of air from 50 to 75 per centum, and has been so

operating since said date; that while generally this increased per centum of air has not inconvenienced said railway company, but at the present time, which is about the busiest season of the year, about 10 or 15 per cent of the 3,200 non-air brake cars are idle, the cause assigned being the fact that foreign roads have refused to accept freight in non-air brake cars, although having heretofore received freight in such cars.

The testimony further evidences the fact that said non-air brake cars have been in service from 10 to 15 years; that the average life of such character of cars is from 12 to 15 years.

The Commission has duly considered the deprivation of the income to said railway, should such non-air brake cars be put out of commission, also the public necessity for the transportation and delivery of the additional traffic such cars might carry; and last, but not least, the Commission should and has well considered the lives and limbs of the employees as well as the families depending upon them for support.

On November 15, 1905, the Interstate Commerce Commission, after due notice to common carriers, issued an order effective August 1, 1906, requiring all the railroad companies carrying interstate commerce, to increase the minimum air brake per centum to 75 of cars in each train.

There is no evidence showing that said railway company was present protesting against such order, although their each and every train is subject thereto, according to the evidence herein.

Trains wholly equipped with air brakes are subject to more complete control, and the controlling power is within the reach of brakeman, conductor and engineer, each being able to safeguard the other. The danger risk is, no doubt, minimized according as the per cent of air is increased.

According to the testimony in support of the application herein, not more than 10 or 15 per cent of the 3,200 non-air brake cars would be put out of commission by the refusal to extend the time to equip the same. This would mean from 320 to 450 cars, and as the 3,200 cars have been in the service from 10 to 15 years, with the average life of about 10 to 15 years certainly those remaining of the 320 to 450 are near their "three score and ten years," as applied to their days of usefulness, and could be with merit taken out of service. Granting that they are still of some use, it certainly would seem that their extreme age would increase the risk very materially, especially were the train carrying them operating under the 50 per centum of air rule, instead of 75 per centum. Under the 50 per centum rule the danger of buckling is certainly much greater and the strain upon old cars certainly materially increased over the rule requiring 75 per centum of air.

Considering the Interstate Commerce Commission's order in the matter of air brakes and the fact that the applicant is subject thereto, as stated herein; and taking into consideration the few cars that will necessarily be put out of service and the length of time such cars have been in service; the increased risk to employees by reducing the per centum of air to 50 per centum,

especially when such a great number of cars which have admittedly seen nearly their lifetime of service, the Commission concludes that the extension of time within which to comply with said law should be refused, which is accordingly done.

### The Home.

The following donations have been received at the Home for the month of November:

| B. R. T. Lodges.         |         |                 |
|--------------------------|---------|-----------------|
| 1.....                   | \$10.00 | 314.....\$ 3.00 |
| 4.....                   | 25.00   | 337.....10.00   |
| 20.....                  | 5.00    | 338.....10.00   |
| 40.....                  | 12.00   | 356.....5.00    |
| 43.....                  | 15.00   | 366.....10.00   |
| 45.....                  | 5.00    | 367.....10.00   |
| 52.....                  | 2.00    | 369.....5.00    |
| 54.....                  | 5.00    | 385.....25.00   |
| 73.....                  | 25.00   | 391.....10.00   |
| 82.....                  | 2.50    | 392.....5.00    |
| 90.....                  | 10.00   | 410.....5.00    |
| 97.....                  | 4.00    | 413.....17.00   |
| 103.....                 | 5.00    | 416.....12.00   |
| 109.....                 | 5.00    | 417.....10.00   |
| 113.....                 | 10.00   | 426.....5.00    |
| 121.....                 | 12.00   | 434.....12.00   |
| 122.....                 | 12.00   | 444.....5.00    |
| 124.....                 | 12.00   | 453.....5.00    |
| 128.....                 | 12.50   | 455.....20.00   |
| 134.....                 | 5.00    | 461.....2.00    |
| 146.....                 | 10.00   | 462.....5.00    |
| 172.....                 | 15.00   | 467.....5.00    |
| 176.....                 | 5.00    | 482.....2.50    |
| 186.....                 | 12.00   | 510.....6.00    |
| 187.....                 | 10.00   | 520.....10.00   |
| 191.....                 | 10.00   | 531.....5.00    |
| 196.....                 | 15.00   | 549.....2.00    |
| 199.....                 | 3.00    | 561.....5.00    |
| 219.....                 | 5.00    | 571.....5.00    |
| 220.....                 | 10.00   | 587.....12.00   |
| 223.....                 | 10.00   | 593.....5.00    |
| 224.....                 | 2.00    | 598.....10.00   |
| 228.....                 | 10.00   | 603.....3.00    |
| 229.....                 | 10.00   | 610.....10.00   |
| 231.....                 | 5.00    | 621.....25.00   |
| 233.....                 | 5.00    | 677.....10.00   |
| 244.....                 | 6.00    | 691.....5.00    |
| 262.....                 | 5.00    | 694.....1.00    |
| 264.....                 | 25.00   | 703.....5.00    |
| 284.....                 | 5.00    | 705.....2.00    |
| 288.....                 | 12.00   | 711.....4.25    |
| 302.....                 | 3.00    | 727.....5.00    |
| 316.....                 | 3.00    |                 |
| Total .....              |         | \$730.75        |
| L. A. T. Lodges.         |         |                 |
| 150.....                 | \$ 2.05 | 336.....\$ 5.00 |
| 334.....                 | 3.50    |                 |
| Total .....              |         | \$10.55         |
| Summary.                 |         |                 |
| O. R. C. Divisions ..... |         | \$ 96.50        |
| B. R. T. Lodges .....    |         | 730.75          |
| B. L. E. Divisions ..... |         | 156.00          |
| B. L. F. Lodges .....    |         | 419.38          |
| L. A. C. Divisions ..... |         | 158.64          |
| G. I. A. Divisions ..... |         | 267.02          |

|  |       |
|--|-------|
| L. A. T. Lodges .....  | 10.55 |
| L. S. to F. Lodge .....  | 13.00 |
| James Costello, No. 270, O. R. C.....  | 1.00  |
| W. J. Baker, No. 1, O. R. C.....   | 1.00  |
| Mrs. W. J. Baker, No. 4, L. A. T.....  | 1.00  |
| Mrs. Effie Stewart, No. 4, L. A. T.....  | 1.00  |
| Mrs. and Mr. Forest, No. 135, B. R. T.   | 1.00  |
| Mr. Frank Boomer, No. 251, B. L. E....   | 1.00  |
| Mr. Clem Thompson, No. 48, B. L. F....   | 1.00  |
| Elizabeth Branz, No. 49, L. A. T.....  | .50   |
| Sewing Circle, No. 84, G. I. A.....  | 5.00  |
| Grand Lodge, B. L. F.....  | 33.05 |
| Rebate on Freight .....  | 41.97 |
| Kekionga Aid Society to L. A. C.....   | 5.00  |
| Alfred S. Hunt, No. 456, B. R. T.....  | 1.00  |
| A member of No. 117, O. R. C.....  | 30.00 |
| Mrs. F. Brumage, No. 215, L. A. C.....   | 6.50  |
| A party given by Mrs. Hill, Mrs. Shephard, Mrs. Phillips and Mrs. Willoughby, members of No. 45, L. A. C.... | 15.00 |

Total .....\$1,996.86

#### Miscellaneous.

Three quilts from No. 43, L. S. to F.  
Wheel chair from No. 186, B. L. E.  
Two quilts from No. 193, L. A. C.  
One barrel of canned fruit and three quilts from No. 294, G. I. A.  
One barrel of canned goods, No. 13, G. I. A.  
One box of books from Mrs. O. S. Mullin.

Respectfully submitted,

JOHN O'KEEFE,  
Secretary and Treasurer.

### A Convention Plan.

In the November number Brother McGarry explains a plan of convention representation in which he solicited the views of other members and expressed a desire to have his plan picked to pieces, etc, but December issue, teeming with good articles as it was, did not bring forth any response to his invitation. I had hoped to see some of the opponents of this plan (for I believe there are no small number) make a reply of some kind, so that the question would be made more interesting before the next convention. The plan is wholly in keeping with the trend of affairs in the industrial world today, and I have no hesitation in placing my approval on it.

Concentration of power floats on the waves of industry these times, and the business institution that expects to keep pace with the times cannot afford to ignore the splashing of its waters at its portals.

For convenience Brother McGarry's plan is quoted: "Each state or province sufficiently well organized hold a state or provincial convention about one month before the national convention, said state or provincial convention to be composed of a delegate from each lodge in its jurisdiction. That convention in turn to elect a delegate for every 1,000 members or major portion thereof."

It requires but very little thought to figure out what the composition of such "national convention" would be by this plan. In the first place it would greatly eliminate that type of delegate so well



defined by Brother Ronan in the December issue, as the "plum" favoring, the charms of a big time and all the other emoluments that go with our present plan, would be reduced to the minimum, for the proposed plan would not entail very many long trips or periods of pleasure so much thought of by that portion of our delegates, "the least said of them the better," consequently, when election of delegates took place there would be less opposition to the more capable members, to whom, as a rule, the unpleasant duties are always assigned. This plan to elect delegates to the Grand Lodge removes greatly the chances of the "would be delegate" getting into our conventions, as, should he represent his lodge, he would come in contact with another body of men whom he would in all probability be less liable to impress by his good fellowship than the boys at home.

It would be a sort of double process for sifting out the best timber to transact the business of the Grand Lodge.

First.—By reducing the attractions of the present plan to the brother with "his friends," thereby making the more capable members the most likely to represent each lodge in the first body.

Second.—The delegates to the "national convention" should be, and very likely would, the best material of the "state or provincial convention."

A period of at least sixty days should be allowed between the two conventions and change the words "state or provincial" to divisions. By creating a number of divisions, comprising a number of states or provinces as the locality would require, should make a vast difference from a financial and business standpoint.

To illustrate: The New England states could be made Division 1; New York, New Jersey and Pennsylvania No. 2, etc., according to the membership of the territory. There are about fifty lodges in the New England states, and it is safe to say three days would be a long session for the transaction of the business affecting that division, where these same delegates attending our present plan conventions are kept on the pay roll until the adjournment. Consider what a saving it would be in a division like New York, New Jersey and Pennsylvania, with about 165 delegates paid for all the excess time of what would be necessary to dispose of their business in a division convention. And then the mileage and transportation features, too, think what a saving this plan would make with a convention held in some western city, not to say anything of the other divisions.

The recommendation of the Grand Master to the last convention that we should hold our conventions at some central and permanent city and was defeated is another feature worthy of consideration, too.

"Large bodies move slowly." Surely the truth of this proverb has been well borne out by the experience of our conventions and with a division plan of this kind to elect delegates we would have removed that obstacle, at least.

And other advantages such as hall rent, the prompt disposition of business and a reduction

of labor in general, as explained by Brother McGarry in his article.

Let each lodge bear the expense of sending their delegate to the division convention and a pro rata assessment of each lodge to defray the general expenses of the session. Consider the saving on printed matter, such as the reports of Grand Lodge Officers, which should only be furnished to delegates to the Grand Lodge, as they are not read by more than one-fourth of the delegates by our present plan; also the minutes handed out every day during the convention, and the roll call check system could be done away with, as the body would be small enough to call the roll. It would be safe to say the stock required to print the minutes of three days during our conventions as at present would be sufficient to supply the delegation under the proposed plan. Of course, there may be those who don't believe in this kind of economy, but it would have its affect just the same.

Imagine the presiding officer in a body of 750 delegates trying to preserve order and make himself heard in all parts of a hall necessary to hold such a delegation, for a period of twelve days, as has been the usual period of our convention, compared to this plan. Only a "man of iron" could stand such conditions and give satisfaction for such a period without suffering great physical injury. The last convention we experienced some displeasure of this nature, I believe.

We could hold our convention triennially and handle the affairs fully as well, too, which would reduce our expenses greatly along this line.

With triennial conventions and delegates elected by this division plan we should have clear sailing for a reduction of about one-half, in our grand dues and still not deplete the general fund from its present condition.

We point with pride to our record as a business institution. Now, then, if we are to be guided by business methods, I believe this plan should appeal to us as something worth a consideration.

PETER O'HEARN.

## The Salaried General Chairman.

How many of us try to keep in close enough contact with the most vital department of our order, to "personally" ascertain how hard the struggle is to even defend and maintain our contracts with railroad companies?

The writer believes if all our members would try to keep well informed about what the local and general committeemen are accomplishing by placing their best men on these committees, they would render these men a vote of thanks occasionally, instead of tossing them the usual bunch of vitalized criticism.

If we are defending and maintaining what we have *already* secured, it is the local or general committeemen, or man, that is doing it.

If we are gaining any *new* concession, it is the committeemen that always procure it.

A nation maintains the army in the field, but 'tis the soldier in the field that does the bleeding and dying, and not the man at home.

The above is true of the committeeman for the industrial union. He is constantly at the front. Sometimes he develops into an extreme radical. Sometimes into an ultra-conservative. In either instance, he is not as useful to his members as the man is, who becomes what is known as an "opportunist." The latter takes the half loaf, if that is all the situation warrants him getting, but he reaches promptly out for the other half. The above is the tactical method most successful in the past, and the surest and safest for use in all future effort, and *does not* prevent taking the *whole* loaf at times when it is within the industrial or political reach. So much for the methods used, and the skill exhibited in their use.

It will be but a brief time now before the general committees in the "Western Association" will be in action, and great responsibilities to thousands of men, and to themselves, must be honorably and skillfully met and discharged by them.

But do not get the idea that all who are members of these committees are either capable or inclined to solve the questions that will be submitted to the managements. The general chairman must be a progressive, growing fellow, if he expects to be retained in the position. He must be "loyal." "No man can serve two masters."

The committee looks to the chairman for experience and successful leadership. Perhaps one-third of the committee can take the initiative—can "lead," more or less well. The balance can usually be relied on in discussion, and to vote for an expedient or necessary move.

In large cities, if the committees are convened in such, their legitimate expense is extremely high, at best. It is well for our members to note the above fact, also the further fact that the cost of living in large cities has risen faster than in smaller ones.

In passing, will say that the writer bitterly opposed establishing the position of salaried General Chairman on the C. & N. W. Ry. system. He hastens to admit, that, given an *able* salaried chairman—and the "system" has an able, versatile and conservative one in the present incumbent, there is no question but what improvements and advantages accrue to the members, that in value, are worth to them many times the difference in the cost of a per diem and a salaried chairman.

However, under the new agreement requiring the General Chairman to endeavor to adjust the grievance with the superintendent on whose division the grievance originates, a per diem chairman would be on duty nearly all of the time with us, on the C. & N. W. Ry. With a membership of 2,600, the Brotherhood must have the undivided attention of a clean, vigorous General Chairman every day in the year on this line, if the reasonable interests of the members are to be defended and maintained and new betterments are to be procured.

I regret to admit that we have a few men among us who fail to understand and fully appreciate the weight of the responsibility that an "able" and an "honest" General Chairman must always carry. While the writer does not intend to enter into details, he can, as an ex-Secretary of

the system, say that the position is one that requires the exercise of the highest qualities of mind and character, and no man not possessed of the most sterling worth can hope to be a successful General Chairman.

In closing will add that the expense, the "legitimate" expense, incident to the position, can not be reduced below one hundred (\$100.00) per month, and cannot be kept that low only by the most rigid and watchful economy.

On the C. & N. W. Ry. the Brotherhood pays a chairman twenty-four hundred dollars (\$2,400.00) per annum. When this sum was fixed as the salary we had, approximately, two thousand members. Today we have twenty-six hundred members, and we should make the salary not less than three thousand per annum, which means about one dollar and fifteen (\$1.15) cents per member annually. That sum will be a fair remuneration for the "right" kind of a General Chairman.

Fraternally,

D. C. BOND.

### Maryland Lodge No. 453.

Maryland Lodge No. 453 is in a flourishing condition. We have two hundred and fifty members in good standing, and five applications out. We have new members coming in almost every meeting. We were in hope that we would reach three hundred at the close of the year. We are going to strive to do our best in the year of 1907. We are proud of our membership and our members. What we have are all good workers for the order, and I am glad to say that we are on the increase instead of the decrease.

Brothers, how often do we mention our grand organization to the non-union man? I think that if every member would appoint himself a committee of one and do some hustling we would soon have all of the non-union men in to clear, or at least those desirable. We elected our officers for the year of 1907, December 7th, and I am quite sure that they are all men that will strive to do what is to the best interest for the Brotherhood of Railroad Trainmen. Nearly all of the old officers have been returned, and, my brothers, it makes us feel as if we have done our duty to this grand organization, for I am sure that if we had not the good members of No. 453 would not put them back again. We hope that by the help of the members we will be able to make the year of 1907 a prosperous one for the B. of R. T.

Our main line is not as well organized as our Baltimore yards, but we are in good shape. We represent about 85 per cent of the men in train service and the yards running in and out of Baltimore, Md. I will say for the main line brothers that they are all good workers for the cause. We, the newly elected officers, are pleased to know that we have the confidence of our members and feel sure that they will do all that they can to assist us in the discharge of our duties. Let every member put his shoulder to the wheel and do his part, and the work will be well done, and

we will do better than we have ever done before, and our membership will increase and the lodge will prosper thereby, but let me tell you that if you don't help your officers it will be impossible for them to help themselves. It is a duty for each member to give a helping hand, and if you do, you will find that we will enjoy the prosperity in the future.

Let us get down to business and go to the convention in May next, which will be held in Atlanta, Ga., with the number (100,000) stamped on our banner. We can do it if we will get busy and work earnestly together, by showing to those on the outside that our order is what it is represented to be. Then we will be successful in our undertaking.

When we look back over our past, we see many a place where the hand of God only made it possible for us to escape the dangers seen and unseen, that were in our pathway. How often we have escaped death.

Do we forget to offer God our thanks, or offer some little prayer to get home to meet our loved ones, for many times you often hear it is said: "I was in a close place, but I was just too quick." They forget to give thanks to the one who guided them.

The sublime truth was uttered nineteen hundred years ago. It has not yet done its perfect work, but it has already done much. Seemingly its progress has been slow. The first utterer of it was crucified, and for it many have died since. There is nothing better worth dying for.

Good will it be for us if among the moral influences of this day we learn the lesson of brotherhood. Our material glory will take care of itself—it is inseparably bound up with advancing civilization and the world's progress in art, science and industry. What we need as a people is the chastening hand of sorrow, tender thoughts and fraternal impulses.

We are here to learn the lesson of life. The apostle tells us that "life is our Christian progression." These things God has given to you and me. He has given us life for two great purposes—being and doing. He has given us bodies that are temples of the Holy Spirit. He has given us intellects capable of indefinite expansion. He has given us influence over fellowmen, influence so that there is not a day we live in which we do not make some man or woman better or worse.

Men talk of dying, some dread the thought of it. Dying! It is but an instantaneous physical experience—over as quickly as one winks. Dying is solemn, but living is awful. It is not that you and I may die—it is not that which ought to concern us. But that we may live, and there is no man who lives, who will not grow into a greater ripeness for the everlasting life.

Now let us give praise to our grand organization that has protected us morally, socially and financially.

We have paid out over twelve and one-half millions of insurance since our organization was founded. Those are not figures taken at random, but they are facts. How have we obtained

the above results? By educating and organizing the railroad trainmen. What has the Brotherhood done for us? Why it has simply increased our wages on the Baltimore & Ohio R. R. on the first division from one dollar and fifty cents per day to two dollars and sixty-four cents per day for a brakeman in yard service. This is not all that it has done for the brakemen; it has got them an agreement with the company that cannot be excelled. Socially it has brought us closer together as one family. When we meet each other we meet with a fraternal greeting, and not as we did in years gone by.

Some of the non-union men will say to you when you mention the Brotherhood of Railroad Trainmen to them, that we are getting as much money as you do; others say that I can't spare the money to join the lodge, and they have various excuses to offer, but if you will take notice of those fellows you will see them loafing around some saloon, and some of them will spend their whole month's wages before they get home, and you will always find them and their families in destitute circumstances, and no wonder, the saloon and card table get all of their money.

A few words in reference to the coming of the Ladies' Auxiliary convention to Baltimore City in 1909. We extend to the members of the B. of R. T. and the Ladies' Auxiliary a hearty welcome to visit our city on this occasion, and we will assure them that they will be given the glad hand of welcome. We are making arrangements for this affair and we hope to make it pleasant for all who may visit us at the time mentioned. We have our committees at work now and we are quite sure of success. It is our intention to place our city in the lead of all other convention cities, if possible to do so.

We wish the members of the B. of R. T. and the Ladies' Auxiliary a Merry Christmas and a Happy New Year. May you prosper in the coming year, and it is my earnest desire when we meet in Atlanta, Ga., that we will have 100,000 names on the B. of R. T. rolls.

Fraternally yours,

WM. M. BOWEN,  
Financier No. 458.

### Eastern Association Of General Chairmen.

Brother McGarry, No. 128, is all right in his views regarding a change in the method of holding our biennial conventions. Everyone who has attended a convention recently must have been impressed with the fact that our legislative body is too large for the proper and speedy conduct of our business, hence expensive. This is a matter which should be seriously considered by the lodges, as it is apparent that at the rate our Brotherhood is growing at present, a change must be made in transacting business at the national conventions. Let us hope that enough lodges will become interested in this matter to properly present it at our next biennial convention.

Another subject which should receive definite consideration is a shorter workday for trainmen employed in yard service. It is true that our last convention, assembled in Buffalo, endorsed and gave their moral support to a shorter yard day. Yet such action leaves the matter in a very indefinite form. It might be argued that the rapid strides that have been made in the advancement of yard wages in the past ten years should satisfy the desires of the yardmen. But, brothers, the newer conditions imposed by the railroads have kept apace—yes, even outdistanced our increased rates of pay, to such an extent that the yardmen of ten years ago would be disgusted at the service exacted by the railroads of today, even at our increased rates of compensation. The twelve hour day, as worked in this locality, is almost unendurable. With every increase of pay which has been secured for us, the companies have looked around and discovered newer ways to counterbalance the increased expense of operation. Such conditions almost cause one to dread to seek a wage increase, as it is almost certain that such increase will be followed by the companies requiring more exact service of the trainmen which will more than overcome the increase in wages. Such action can only be overcome by the establishment of the eight hour workday. Then we might be driven to our full capacity for eight hours, yet in the next sixteen hours have sufficient time to attain intellectual advancement and to secure rest enough to prepare us for another day's work, while under existing conditions, the one can only be gained at the expense of the other.

In advocating a shorter workday another problem presents itself. You readers who have served on grievance committees know that in arranging for new rates of pay and new working conditions, the new rates are generally based on what your neighboring roads pay for the same class of service. As long as our neighbors work a twelve hour day and as long as our grievance committees of the Eastern roads do not know the workings and the desires of each other, how are we going to overcome this? It can only be accomplished by perfecting an arrangement whereby the several grievance committees in the East can be brought together and thus be able to work on a uniform basis. By forming an association of General Chairmen of the Eastern grievance committees, similar to the one which is in operation among twenty-five railroads in the West, the shorter workday and other paramount questions can be handled in a businesslike manner.

It is encouraging to hear of conventions giving their moral support to a shorter workday, but as before stated, such action leaves the matter in a very indefinite form. How much more good would have been accomplished—how much nearer would we be to the shorter workday had the convention at Buffalo authorized the formation of an Eastern association? Give us the tool and we will make a shorter workday. I earnestly hope that this question will be made a burning issue at our convention in Atlanta next May.

Replying to Brother Lafontaine, No. 82, the men in the East are not too reticent to demand better wages and working conditions, neither are they too weak-kneed to enforce their demands should the occasion arise. The fault lies with our present method of handling grievance committee work, which system has outlived its usefulness unless supplemented by an Eastern association. I believe that it is a wrong thing to convene in one body, for the purpose of seeking better conditions, committeemen from approximately seventeen hundred miles of railroad (as is the case with the B. & O.), which mileage runs through seven states and representing districts where wages graduate from \$2.51 per twelve hour day in Philadelphia to \$3.20 per ten hour day in Chicago, and where conditions vary.

The committeeman from Philadelphia will request a ten per cent raise for his territory, using the reasonable argument of the already too large difference between the rates of the East and the West. The Philadelphia committeeman will hardly have finished his speech before the man from the West will be on the floor, nullifying Philadelphia's chances, by declaring that if Philadelphia is granted ten per cent, the West should have ten per cent, too, because they have always been ahead of the rest of us. Thus you have a committeeman on the eastern end of a system trying to secure an increase through the correction of an unfair condition, which should not exist; and you have a committeeman from the Western end of the same system seeking a like increase by advocating the existence of the present wrong conditions. In the meanwhile the rest of the committeemen take sides in the issue, according to the position their districts occupy as to the "graduated scale." No matter how closely they may stick together on other questions, it is only natural for a degree of selfishness to manifest itself when the issue resolves itself into a matter of dollars and cents. Such is human nature. This same degree of selfishness is also apparent in making rules, especially those relating to yard service. There seems to be a growing disposition among grievance committees to throw out proposed rules which cannot be applied to one part of the system as well as another. On account of the varying conditions, on any road of reasonable mileage, this plan of action has a tendency to keep down to a minimum the number of working rules in our contract, thereby denying us a lot of things which, it is true might be of local character, yet would considerably improve our working conditions. I will admit that to make separate rules to cover every few miles of railroad would be a stupendous task and would make our book of agreements appear like a city directory, but if thereby we can correct unfair conditions, even though a large per cent of them be purely local in character, let us have the directory.

I believe that far better results could be obtained if the committees of all the railroads entering each state or several states would be assembled in one body and be given authority to make rates of pay and working rules to cover the railroads for that one state. Thus you would

have a body of committeemen representing a territory wherein the rates of pay and working conditions are about uniform. This plan is really nothing more than is in operation in Chicago and among the railroads in the New York harbor district.

BOYLE, 484.

### Sayre Lodge No. 337.

I regret to say we are having some trouble in trying to hold our regular meetings. No. 337 has a membership of 200 and holds three meetings a month, that is, we have three dates, or in other words, the hall is ours and is lit up and opened three times a month. First Sunday in forenoon, second and fourth Sunday evenings. It was so arranged that it gave all the local crews one chance a month to attend and also regular runs more than one chance. There is not, nor never was, a time when there were not fifty members in the city on a meeting date, out of which there might be a possible ten who could give good reasons for not attending, but there are oftener forty in the city and no earthly or heavenly reason why there could not be fifteen or twenty at each meeting. There is certainly no reason why a meeting could not be held at least once a month. Now, I am aware this has all been written up over and over again. Our Grand Officers all talk on it. Grand officers of other orders talk it up, it is a theme at every union meeting and it certainly seems the boys should realize the evil from non-attendance and come. When a brother has a grievance he is the first one at the hall and makes it a point to have others know it is meeting day, even though it rains or shines, though he is tired and needs rest, or is first or ten times out, or he wants to drive to the country, or take his folks to church, or he lives so far away, or it is such a pleasant afternoon, etc., etc. You can bet then he is there. Again, how often you hear it said, oh there are six or eight running the thing, no use of me going. Now, I want to say, and say it through the JOURNAL, that those six or eight get mighty tired running things, as the brothers say they get tired of going to the hall and then going down the street to hunt up enough to carry on the business, and fail in that. It is not very pleasant when that happens for eight consecutive times; it's no fun to wait for keys or go for them; it is not pleasant to tell a man waiting to become a brother, "no meeting this morning or evening." It is also poor business to carry papers pertaining to the lodge or grievances around in your pocket say for two months, and not try to get a meeting to have them acted on or read. The shoe is going to fit quite a few, and I can't help it if it does.

The company expects to be waited on, the superintendent wants to get posted as to the strength and feeling and how much enthusiasm there is amongst the boys; he puts a man across the street

to note the attendance. The same six or eight are there to run things. The official knows there is not enough push in that lodge to hurt him or push that grievance very hard.

There are a lot of wives to blame for non-attendance. Auxiliary sisters, too, they are. I probably have said enough, for this no doubt will call down blessings galore on No. 337. No one could carry a more important part in the responsibilities of a trainman's life than his wife.

Election of officers is over and I am pleased to say that every member seems well satisfied with the result. May the officers continue to advance the best interests of our Brotherhood in the same firm manner that has won them a place in the hearts of all of our members.

JAMES EDWARD BURKE,  
Journal Agent No. 337, B. of R. T.

### Minneapolis, Minn.

There is a lodge here—No. 102, and it's no second class lodge either. It is right up among the best of them and we are here to stay. We have a good set of officers that keep things in first class shape, and we are increasing our membership all the time. We have the same trouble here that a great many lodges have, and that is poor attendance. The only time we see the most of our boys in lodge room is when they have a grievance, and I think right now is the time to refer those non-attending brothers to Rule No. 6, on page 56 of the constitution, so they will know what to expect when they come up with a grievance. A good attendance makes a good lodge, and if you can't say a good word for the lodge or a member of it, don't say anything.

We have another class that are as bad, if not worse, than the non-attending brothers, and they are the ones that are slow in paying their dues. They seem to think that the Financier should get down on his knees and beg them for their dues. They think they are privileged characters and can pay when they get good and ready. I heard a brother remark that he did not think the Financier was overflowing with brotherly love if he expelled a brother for not paying his dues after he had waited about ten days for him to pay them. I have an idea that beats that. I think the slow-paying brother had no more brotherly love than he could carry. Of course, there are times when almost any of us might be short, but in that case come up to lodge and ask the lodge to carry you. I have never known them to refuse to carry a brother for a month or longer if necessary, and I am getting to be quite an old member. I have belonged for over twelve years, and I still remember the day I joined this grand order. With best wishes to the B. of R. T., I remain yours in B. L.

H. E. BRADLEY, No. 102.

# EDITORIAL

Vol. xxiv.



No. 1

**Some Things Doing.**

The year that has just closed was one of great satisfaction to the Brotherhood. It has gained in number, added to its finances and, better than anything else, it has been the means of increasing the wages of the men in train and yard service, besides bettering conditions of employment. In every sense it has added to its general reputation for being a sensible, business organization, representing a progressive class of working men who have brought their organization to a higher degree of perfection and, through it, secured a betterment of their own working and living conditions.

What this in detail means to our members and their families cannot be told in a few words. Generally summed up it means added comforts, better opportunities for mental and physical improvement, and a better citizenship that will be of advantage to every one in the country.

The effect of the work of the Brotherhood of Railroad Trainmen has been, and will be, felt in every other branch of labor. Better wages for one class of employes means higher wages for the others, not only in railway service but in all trades. The increases for the trainmen and yardmen for the past six years in money alone will average 25 per cent. The reduction in hours will add considerably to that figure.

We close 1906 with approximately 87,000 members, not quite the 100,000 we hoped for, but close enough to allow us to see our way to that number. Our insurance business will approximate a million and a half

and the JOURNAL ends the year with a circulation of 95,000. Financially, we are millionaires and in operation we are not afraid to practice what we preach. By this we mean that we declare in favor of the trade agreement and we are not afraid to maintain an agreement when it is made, whether our doing so meets with the approval of others or not. It is generally recognized that the laws of the Brotherhood are made to be obeyed by officers and members. This fact has added to the regard entertained for the organization by those who have to do with labor bodies.

**Long Hours.**

In the face of every statement to the contrary it is a fact that railway employes work unreasonably long hours and when they do, they are un-

safe and a menace to everything on the line. We take from a news note the statement that a Lehigh and Hudson crew, after working for three days and three nights, fell asleep and the engine and caboose ran for thirty miles with the entire crew asleep. They ran red blocks and finally the engine was boarded at a station by the operator and stopped. The engine was out of water, and about out of steam by that time. The boiler was "roasted" and the extreme danger to all the men and every train on the road will be understood by our readers. This is something happens oftener than the public knows and it ought to be one of the arguments against permitting railroad companies from working their men more than the usual hours allotted in other occupa-

tions for a given day's work. It is generally given out that railway work cannot be arranged as other service is fixed. It cannot be so arranged as long as railroad companies are permitted to work their men as long as they like.

Legislation attempts to do everything with transportation except protect the employees. If Congress and State Legislatures can fix rates, demand appliances of certain standards and do other things to transportation companies they can also further protect the employees from injury and death.

---

While it seems to be the purpose of certain governmental office holders to raise the rates on special kinds of mail matter, because the department is not self-supporting, there comes forward an offer from private individuals to take the entire matter out of the hands of the government and run it as a private business. This offer, or suggestion, came from a reliable source and proposes to reduce postal rates one half. It guarantees to take all postal business out of the hands of the government, pay rentals on all government properties and accept the railway contracts now held by the companies and, it further declares, that it can be done. The Wells Fargo Express saw enough money in the proposition at one time to offer the government \$1,000,000.00 a year for the business. The proposition includes the appointment of a commission similar to the Interstate Commerce Commission to regulate the business. The terms include the following:

"We are convinced that because of the great increase in density of population, and the great increase that will again be made in first and second class mail because of a reduction in the rate of postage, the time has come for a further reduction in postage.

"Nine different postmasters general have occupied the position of what might be designated as president of the Postoffice Department during the last twenty years. No private business could successfully con-

tinue with so many changes as take place in the postal service.

"It is to precedents and previous construction of laws the business world looks in making calculations for the future, and the frequent overturning of precedents by new departmental rulings on a given point causes confusion and loss and places vested rights in jeopardy. To obviate this, and to enable the establishment of a fixed set of rules and regulations we would require that Congress enact a law providing for the appointment of a commission for the control of the postal service similar in import and power to that the interstate commerce commission now has in matters of transportation.

"The question of a continuance of the rules established by civil service as the same relate to postal service, the compensation of employees; the rental of space used for postoffices; the money order system, registered and special delivery mail; a C. O. D. department; insurance of delivery; the extension of free delivery, rural free delivery and other details not herein set forth, have been taken into consideration in making this proposition as a matter of agreement and legislation, and, we are satisfied, can all be disposed of to the satisfaction of the government and all parties concerned."

The Government is seeking to take away many of the privileges now allowed under second class mail rules and if carried to the extreme would put about 75 per cent of the newspapers, magazines and other educational publications out of business. None but the well financed papers could pay the increased rate. It would mean to the JOURNAL a postage bill of approximately \$25,000.00 a year. No one would agree to save money at the expense of the education of the people. If newspapers, magazines and other educational matter could not be mailed over the country the ability of the people to know what was going on would be greatly limited and all the pleasures, advantages and educational features now possible would be taken from the people merely because the Government is a poor business manager.

We suggest that before any great inroads

are made upon the rights of second class publications that Congress take from itself the "franking" privilege; that all political postmasters, whose deputies do the work, be dismissed and that the Government pay its own postage bills. If two of these accounts mean the deficit in the postal list then the postal department can have the salaries of the politicians to its credit.

It is not a very complimentary offer to the Government, that of offering to do business for one-half the Government receives, and do so with the assurance that there is money in the business.

The problem now handed to Canada by the immigration of coolies from India is really the most perplexing that has come along in the immigration question. Within the year, we have it, thousands of them have gone into Canada from the west and as they are of a lower grade than either the Chinese or Japanese coolies, they are displacing them in the fisheries, canneries, lumber camps and the mines. This means that the displaced coolies must crowd under somewhere else and that means crowding all along the line of employment.

India is the most densely populated country in the world. It has so many people that if it were not for famine and scourge during the past centuries the people would have crowded themselves beyond the boundaries of their own land. Utter disregard for life has kept down the population, but even at that it is the densest, poorest and most objectionable in the world and yet, if we mistake not, they are entitled to every right of citizenship in Canada, and viewed from the stand of the Home Government regarding the rights of Indians at Natal, the Canadians will have to accept them.

They have gone to Natal in large numbers, have practically taken over all unskilled work and the Home Government has not permitted any discrimination against them. It is to be hoped that the matter may be different with Canada and that her Parliament may have greater rights to the end that the immigration may be shut off for Canada, surely, does not need Indian

coolies in her business to compete with Chinese and Japs.

From every point of view it seems that sooner or later this country will either have to shut up close against all Asiatics or let down the bars and bid them all come in. The countries interested the most are protesting against the discrimination of the United States against their people; the Government is trying to appease their wrath and our people are augmenting the trouble because they are not in sympathy with the Government in its endeavor to make certain people accept the Mongolian as an equal and an associate. The Indian coolie problem in Canada will soon be a part of our own affair for it will be a part of the Government's business to heed the demand against the admission of this class of labor.

No one at all familiar with the Chinese, Japanese or Koreans can honestly assert that we need them, much less want them in any capacity. We will not accept them to citizenship, unless the President has his own way, then where can we consistently demand that certain citizens accept them as fit associates for their children?

The President has been reliably assured that the agitation against the Mongolians is not alone from the "sand lotters" but that it comes from all the whites on the Pacific Coast. The Government may attempt to "federalize" the question but it will not settle it, nor make the Mongolian a welcome visitor to any but the employers who want and demand coolie labor. There has been a remarkable increase of Japanese immigration during the year and it is not a pleasant prospect for the Western Coast to think of the time when her people will be absorbed by the Mongols.

The President has listened to the demands of the American Federation of Labor and ordered all Government work to be carried on in the future on that work day basis.

Until this order was issued the eight hour work day was a joke, to be ignored

#### **The Mongolian Fuss.**

#### **Indian Coolies For Canada.**

#### **The Eight Hour Day.**



by contractors and overlooked by Government officials. The departments having Government work under supervision have been ordered to hold the contractors strictly to the letter of the law. It is good to know that now and then there is something done in the way it was intended to be done.

The account of a wreck has recently come to us reeking with cruelty and barbarism that would put an Indian to shame so far as cruelty is concerned.

#### **Wreck And Death.**

A fast meat train was wrecked and the brakeman was pinned under the wreck. The company transferred every pound of meat and moved four others cars before it attempted to do anything with the one under which the brakeman was buried. Friends, relatives and citizens protested, but without result, the officials took their own good time to get at the body.

It was one of the most inhuman exhibitions of official meanness we have ever known, and we have met a few, and the memory of it ought never to be forgotten by the men on that road.

Every man engaged in wrecking the train ought to have stopped work until ordered to start again for the purpose of finding the body of the brakeman. The fact that he was dead offered no excuse for the hoggishness that ordered him to remain under the wreck for forty hours.

From time to time inquiry is made as to whether or not the employe is responsible if his employer violates the Safety Appliance Act. The answer is, no. The penalty runs wholly against the carrier no matter who is responsible for the violation. The train crew can, under no circumstances, be prosecuted.

It has been decided in a recent case against the Milwaukee that "due diligence in inspection must be exercised but that claim for it cannot be made to take the place of perfect equipment. The judge said: "It is an offense to haul a car in

bad repair and when a car is wrecked or damaged in transit and has to be chained, it cannot be so hauled without violating the law." This does not hold the employe responsible, but the employer.

There are more ways to kill a cat than to drown it in milk, and there are all kinds of ways to try to get around a law when it seeks to protect the employe. The latest we have found is a general order issued on one railway, and its associated lines, that attempts to release the employer from all responsibility. It reads as follows:

#### **To All Concerned:**

You are hereby prohibited from going between moving cars to couple or uncouple the same. Where the lever on one side does not work, the lever on the opposite side must be used. If any doubt about coupling with the lever from the outside, the cars must be stopped before you go between them or attempt to couple by hand at the draw-head.

Accidents have resulted to employes while coupling cars from putting their feet against the draw-bars as cars were coming together, believing that by so doing the draw-bars would line up better and be more liable to couple. When it is necessary to change the alignment of the draw-bars the cars must be stopped.

There is danger of personal injury to employes who step in between cars to make temporary changes or repairs to draw-bars, because of misunderstanding of a signal or other error, causing the cars or engines to be bumped against or moved. You are enjoined and authorized to take sufficient time to personally notify your engineer what you are going to do, also to have the cars separated a sufficient distance, at least fifty feet, so that if under any possible condition a mistake does occur, there will be opportunity for you to avoid injury. If it is on a yard track, notify your engineer or post men at either end of the train, or such other action as the circumstances may require to insure your safety, before going in between the cars. There are times when you can do the work without standing di-

rectly in line of the draw-heads, which will lessen the possibility of personal injury.

This Company desires that every precaution shall be taken to prevent injury to its employes, and prohibits the doing of any work in a manner that jeopardizes the safety of its men. The above instructions have been previously issued, but are put in this form for permanency, and will be considered in force and observed by you until modified in writing by the undersigned.

GENERAL SUPERINTENDENT.

Receipt is hereby acknowledged of special instructions issued by the General Superintendent under date of October 1st, 1906. headed "Instructions in Reference to Avoiding Personal Injury."

Signed at.....on the  
.....day of..... 190.....  
Witness: Name .....  
..... Occupation .....

Just run through this order and its acceptance and then think how all of this can be done with two men on a freight train, working on short time and "helltopay" if you hold up something.

A mistake was made by certain members of this organization in their endeavor to make contract for the Wharves at Galveston, Texas. The Brotherhood did not represent the men employed and the members of this organization who entered into the contract did so illegally, contrary to the advice of Grand Master Morrissey and every organization precedent.

Just as soon as this contract was understood by the Grand Master he ordered it cancelled immediately, which was done. Let it be understood this was not done because of any outside influence but because it was right. The same thing was done by him ten days before when a contract was made by our men when they were not in the majority.

The JOURNAL offers no apology for the men who made the agreement. They were wrong but, in justice to the men who followed their advice we want to say that, they acted in good faith and are blameless. We do not question the good faith of the

men who made the contract, they erred in judgment.

The only reason we can see for their acting as they did was that association with the Switchmen's Union has led them to believe if they want to meet the S. U., as it deserves to be met, that they must adopt S. U. methods. This is the S. U. way of doing things, but has not been accepted as right by the B. of R. T.

The affair was decidedly "Switchmenesque" and, therefore, decidedly incorrect.

The Supreme Court of Georgia has decided that the law forbidding the running of certain trains on Sunday is good law and therefore the Superintendent of the Southern Railway, Mr. Habersham, will pay a fine of \$1,000 for violation. The case was started in 1908, and carried to the Supreme Court of the United States, by which it was dismissed for want of jurisdiction.

The case came back to the Georgia courts and a new trial was granted with the result that it finally came to a decision supporting the law.

The decision was based on the grounds that the law was an internal police regulation and wholly within the power of the State.

It is taken for granted that the reader has seen the work of the sleight of hand artists who put their hands in high hats and pull out rabbits, guinea pigs, bouquets and the like. Not a few have witnessed the ledgerdmain productions of the officers of the Switchmen's Union the past few weeks in making their members believe that the S. U. secured the present rates governing the yard service on the great majority of the systems in this country.

It can be said that "the Switchmen's Union also dickered" for the making of this rate, for it accepted three cents, "thirty cents" a day, and its committees went back to work believing the matter was settled. When they had done, the railway

**Sunday  
Freight Trains  
Unlawful.**

**Galveston  
Wharves.**

**S. U. Sleight  
Of Hand.**

companies then made settlement with the "real men" for four cents an hour.

The officers of the Switchmen's Union have put in their time since then in telling their members how the Union secured the raise and complimenting them on what the S. U. has done.

We will not take "one cent" away from them. It is true, they did settle with the New York Central lines for the Buffalo yards for one cent an hour increase. This remarkable success was posted all over the country as evidence of what the S. U. had done "right off the reel," when it was used for advertising purposes. When the B. of R. T. settled for the Chicago district and territory governed by that scale, the S. U. came out and declared the Buffalo settlement was unauthorized. They received their one cent per hour for one year and it is to be hoped they continue to receive it according to the terms of their contract.

Advertising is the one great proposition of the Switchmen's Union. That it did not settle anything of moment is the fact. It accepted in a few places the rate set by

the Brotherhood of Railroad Trainmen, but there is no place even where it had the say so, that it received a single concession that already had not been granted to the B. of R. T.

But, the officers have never allowed a little thing like that to stop them. Vice Grand Master Connors came to Cleveland and congratulated the S. U. because of the increased rate of four cents it had received. When he did so the majority of his men had not received the rate. The Business Agent of the local lodge immediately came out with a newspaper statement that the S. U. had a contract with every yard in the city. The S. U. does not hold a contract of any kind in Cleveland. But this is the usual method of telling how things are. It is a happy way of receiving a "lemon" and transforming it into a bouquet of choice flowers before it is handed to the men.

Don't let this get away from you. The Switchmen's Union did not establish anything in the way of a new rate. It accepted what the Brotherhood fixed as the new rate and cleverly took to itself credit for having secured the entire change of wages.

---

## A General Compensation Act.

---

Just how far the general government can go without interfering with the rights of the States, in legislation that is intended to afford certain protection to employes, will be further determined by the decision that is given by the United States Supreme Court when the Liability Bill comes before it.

There are very many eminent authorities who profess to believe that the government cannot enforce a law of general character without taking from the States their right to legislate for the people within the State. The other side professes to believe that when the character of employment is inter-state that the government has jurisdiction.

Senator Beveridge holds to the latter opinion and will go so far as to endeavor to forbid the interstate transportation of

goods manufactured by children under a specified age. He holds that it is proper and legal for the government to enact a law of this kind. That such a provision will not be passed until there is general public demand for it is certain and, in the meantime, the Supreme Court will have passed upon the legality of the Liability Bill, which, naturally, will determine the standing of other measures intended to be general in their scope and give to each State certain laws instead of, as now, a mixture of justice that is determined by State legislation and court interpretation.

The JOURNAL is in favor of a general compensation law that will demand payment, by every employer of labor, of a certain sum when injuries received in the service necessitate loss of employment. We do not mean that the small employer

shall suffer to a greater extent in meeting these payments than the large employer, nor would it be necessary. If it is right for the government to regulate one feature of the transportation business, it is just as right to regulate another feature of that business and particularly so, when the regulation would be for the general public good.

It does not seem out of the range of possibility to declare that a law can be enacted whereby the employers can be legally forced to set off a certain percentage of their gross earnings toward establishing and maintaining a fund for the payment of such claims. If this were done it would become a fixed charge in operation and could be provided for as other fixed charges are. It could also become a part of governmental regulation and management, that is, the government could take charge of this fund and pay the awards as it pays its pensioners and under very much the same system.

Until the enactment of the Safety Appliance law we had one law for the public and another for the employe. If the Liability law is sustained there will be a greater equality established that will make all persons eligible for damages for injuries received. If it is not sustained there will be the same unfair conditions as we have had them.

This question of the right of legal action has become now so well established that if the law is declared unconstitutional there will be a better opportunity for State legislation and for a constitutional amendment guaranteeing the right of the employe to the enjoyment of the same protection that is allowed to every other person.

A national compensation act could be firmly established if the workers gave their attention to a concentrated demand for its enactment. The people of this country are fair-minded, as a rule, and if the great slaughter roll incident to business operation were realized we believe it would not take long to create a demand for compensation for injuries and deaths that could not be ignored.

Railway employment does not represent the only dangerous occupation, but in writing we refer to it because it is closer

to our readers and consequently of greater personal interest.

Without referring to the figures as they affect any one else we take the death and disability list of the members of the Brotherhood of Railroad Trainmen to show the terrible loss of life and limb incident to railway operation, which makes easy a personal deduction of what it means to the families of the men who have been cut off from providing for their families.

We have 87,000 members on our rolls. Each year one out of every 58 of these men receives his disability claim, or his family is paid the amount of his insurance policy, by this organization. The Brotherhood is paying out close to a million and a half each year for these deaths and disabilities. The other railway organizations are paying to their beneficiaries amounts in proportion to their membership and insurance policies held by the members. It is safe to say that it takes \$5,000,000.00 each year to meet the insurance expenses of all of the railroad organizations. This amount looks large and its power to tide over the needs of the afflicted appears to be without limit.

But, remember, this represents the combined amounts and it is divided among many thousands of claimants scattered over the United States and Canada, who receive their injuries one at a time and the accident is looked upon as merely an incident of the business. Individually, the casualty list does not appeal to any one except the injured and his family; collectively the list is appalling and shows the need for corrective methods of railway operation that will insure safety and in addition it calls for the enactment of legislation that will insure a living to the totally disabled and the families of the deceased.

As a rule, the employe, or his family, has little beyond the fraternal insurance carried. His wages will not permit him to indulge in costly insurance propositions, and again, if he could, there are very few insurance associations that will accept him because the risk of his employment is too great for their business.

The insurance of the railway organizations does go a long way toward helping the disabled or the families of the deceased,

but it does not insure a continuous living for either. If a beneficiary possesses exceptional business judgment, he may start something that will pay him enough to enable him to live. A number of beneficiaries have entered business successfully but a greater number have not. They are without business training and cannot carry on business by dumb luck alone.

But, this is not the question. We maintain that if the employer kills or maims an employe he ought to pay for it. Assumption of risk and professional risk do not cover the question except in a legal sense and there ought to be something in law that would afford a living for all who by nature of their disabilities are deprived of an opportunity to earn it.

Transportation companies accept the demand of the public for indemnity as a matter of course. Millions of dollars are paid each year to satisfy claimants who have been injured or killed in railway wrecks. But, how many dollars have been paid out to employes on these same trains who are injured through no fault of their own? Not so many.

Until the Liability Law is firmly established the prevailing custom says to the employe, "The law does not hold the employer responsible for injuries or deaths not directly caused by his own act. The fellow servant is not the employer and if he errs to the injury or death of his fellow employe, the employer cannot be made to pay for it. It was the result of his profession and he assumed the risk."

The fellow servant doctrine was established hundreds of years ago when employment was all hand labor and the danger of being injured by a fellow servant was remote. But the hand tools have given way to dangerous appliances, the ox cart has given way before the locomotive and the ten mile a day journey has given way to the 1,000 mile run within 18 hours. These are a few comparisons that show the growth of employment, the unfairness of the fellow servant doctrine and the necessity for provision insuring the employe a right to live if injured and impossible to earn his living. The same rule applies to the families of the deceased.

England, where the law was established, has abolished it and the employer must pay. If a German brakeman loses an arm he receives a moderate pension and, in France, Austria, Germany, Italy, England and Switzerland the employer must pay for damages received. Each has adopted "A Workmen's Compensation Act."

In this connection we quote from Alan Fox who, in *The World To-Day*, said:

In thus compelling an employer to pay compensation in every case, the law is not holding him liable for injury he did not cause. Society is not arbitrarily transferring loss from poor workman to rich employer: it is distributing a loss necessarily incident to an industry among all those who benefit by the industry. If the owners of a steel mill are compelled to give compensation to the crippled steel worker, the corporation recoups itself by a slight increase in the price of steel and the suffering of the workman is thus relieved at the expense of the consumers of steel rails. The owner of a Michigan lumber mill sets aside a yearly amount for loss by fire, for the wear and tear on machinery. Such fixed charges are reckoned as part of the cost of manufacturing the lumber. Why should not that mill owner charge off another sum for accidents to his human machinery, and make this charge also one item in fixing the selling price of lumber? The New York Central Railroad paid several million dollars to passengers injured in the tunnel disaster. This sum is charged to the operating expense account, and the traffic bears the burden. Why should not the Central pay money to the employes injured in that same collision and charge that loss also to the operating expense of the road? In any industry, be it railroad, mine, or factory, the indemnification of injured workmen should be a normal item in the cost of operation.

But would not this indemnification involve too vast a burden upon industry? European experience tends to show that it would not. True, the employer would be compelled to pay money in a far greater number of cases than at present, but the sum which he must pay for each injury would not be left to the caprice of a sympathetic jury, but would be a moderate

amount, fixed by law, on an exact scale. In England it is \$500 to \$1,500, according to the grade of the workman, for loss of life, and a smaller sum for loss of leg or arm. In the present state of our American law, when recovery of damages is allowed, a \$5,000 verdict is not unusual.

And then there is the saving in litigation costs. So long as the only way by which the employe can recover damages for injury is by proving the negligence of the employer, the employer is at great expense in defending countless suits, eighty per cent of which, it is estimated, are without foundation, and rely upon manufactured evidence, lying witnesses, and prejudiced juries. Under universal compensation, this class of litigation is almost swept from the courts, for since the employer must pay irrespective of his negligence, there is no longer necessity of expensive jury trials to test such negligence.

Europe's experience tends to show that the saving to employers in litigation costs added to the saving in the amount to be paid for each injury almost makes up the additional cost of granting compensation in all cases. And every penny the employer is called upon to pay goes direct to alleviate the suffering of his workmen, and is not diverted into the itching palm of the accident attorney. The financial loss from universal compensation will fall chiefly upon those whose fortunes swell as accident litigation grows.

As yet no American state has wished to be the first to adopt the new principle. Each state fears that if it first adopts the new law, it might so increase the cost of production as to put manufacturers at a disadvantage as against competitors in another state. This objection might be weighty but for the historical tendency of reform in one state to be taken up eagerly by every state till it becomes common over

the whole country. In spite of a similar fear of increasing the burden upon home industries, New York and Massachusetts enacted laws for the abolition of unsanitary conditions in factories, long hours, and child labor. The proposed compensation is a part of such industrial legislation and once initiated by an influential state would soon be adopted by all states."

Mr. Fox has discussed the question from the view-point of separate State laws and without reference to a general act, but in his closing argument the necessity for such legislation is shown. We believe that "No State will ever take the position of increasing the expenses of its industries above such expenses in other States." It could not afford to do so, for if it did the industries that could get away would move to other States where such legislation was not in effect.

The moving of a part of the cotton business from the New England States to the Southern States is proof of this contention. The majority of them moved South to escape the application of labor laws and they were promised that no such laws would be enacted. The cotton manufacturing States have kept their word thus far, but public opinion is slowly coming to the rescue of the employes.

The JOURNAL believes that a National Compensation Act can be passed and established as good law if the people want it. It believes the demand for such a law is fair and just. It cannot understand where the employer has a right to demand the lives and limbs of his employes unless he is willing to pay for them just as he pays fire insurance or any other necessary fixed charge. It hopes that the Brotherhood of Railroad Trainmen will be among the first of the labor organizations to demand the enactment of such a law to apply to railway employment.



## Wage Agreements.

The majority of working men who have their wages and working conditions arranged through their labor organizations, by virtue of the trade agreement, do not fully appreciate what that contract means to them.

To regard it strictly as a business matter, as they would any other contract obligation, is not a part of their understanding. It seems to be the general impression that a wage agreement is binding only upon the employer and that the employee can do as he pleases about keeping it.

This applies particularly in cases where one set of employees sees fit to leave the service of the employer regardless of certain fixed rules to which they have freely subscribed, but who ignore them because it appears advantageous to do so. Those who are left seem to feel that it is not right for them to remain or perform service until the affairs of the disgruntled are settled. They make themselves believe they are "scabs" if they adhere to their own agreement. This statement applies particularly where there are two organizations at work for the same property. One of them has made an agreement for all the men in the service. That it had a majority goes as a part of that contract, for a minority could not make an agreement effective unless the majority subscribed to it. Certain provisions have been included in the agreement that provide for its change or nullification. The class of employees not a regular party to the contract may decide to leave the service and demand that all other employees follow it under penalty of being "placed on the unfair list." In their decision rests the stability of the contracting organization. Its members have agreed to do certain things for certain remuneration. They made the contract in good faith, as they make every other obligation protected by legal enactment, and while it is an agreement of honor, it must be kept just as inviolate as if it were hedged about with the heaviest penalties for its non-enforcement.

This means that the men who accept the

terms of an agreement made by their representatives must keep that agreement as long as it is effective and it must not be repudiated to satisfy the demands of any one. The men have agreed to do certain things for certain wages until a certain time. If their word is worth anything, if they can hope to be accepted as reliable and willing to stand by their agreements they must perform that service. If they will not, then why should they ask for another contract later on? What purpose would there be back of it?

During the A. R. U. excitement we had one division tied up because two members of the A. R. U. quit and called all the rest "scabs" because they did not go out with them. They went until they came to their senses. We had one line working under the best agreement we had ever secured up to that time and it was thrown down to follow off a few agitators who called "scab" before they quit. All the employees went along. There has never been recognition of this organization on that system since. The men proved their unreliability and they are paying for it.

A labor organization must build for all time. It is not for today only but for tomorrow, and if it is to live it must build today so that it can rest upon its foundation.

The trade agreement, the right to representation and the advantages of organization appeal to every man who works for wages. If he is fair, then, he will not hesitate to undertake his part of the trade agreement even though it means the censure of his fellows who are ready to break it for temporary advantage.

Our members must not think that the Brotherhood is the only organization that takes this view of the matter. Some of them seem to feel that an agreement is an agreement for the government of the employer only, but if they are to maintain their reputation as business men doing business with every regard for keeping their business obligations they must adhere to their agreements.

The *Iron Moulders' Journal* has said: "The most successful trade unions today are those who believe in trade agreements, and who furthermore believe in maintaining a discipline so effective that no member, or group of members, can violate them with impunity."

The *Journal of Labor* has said: "When a union is conducted on conservative lines it always has the respect and good wishes of the public, but let the men who act too hastily obtain control and their administration will meet the disapproval of the real union men and bring condemnation upon the entire labor movement."

Luke Grant, writing of the Longshoremen's Union, said: "What is the secret of the success of the Longshoremen's Association? No doubt much of it is due to the executive ability of the officers and the splendid discipline which prevails throughout. This discipline, which is unequalled by that of any other union of unskilled workers in the country, has made possible a strict adherence to trade agreements, which in turn has given employers' confidence in the organization. If a local violates an agreement, the punishment is swift and sure. In some instances the International has not only revoked the charter of the offending local, but has actually placed other union men at work in the places of the strikers. A few such lessons go far to impress on union men the fact that their word given collectively is as sacred

as if given individually. Contracts signed in one branch of the industry have been held inviolate even if another branch was engaged in a strike. The Longshoremen's Association is an 'industrial' union, but it will not tolerate sympathetic strikes where agreements exist."

The Brotherhood of Railroad Trainmen has made contracts that were "jumped" by other organizations. Whenever it was possible they were protected. It followed that the members were censured because they did not abandon their agreements when ordered to do so, but they were right in standing by their contracts and the men who demanded they repudiate them were asking for another agreement for themselves. What could there be in such an agreement if it were made and what assurances could the men give the employer it would be kept?

The trade agreement is a business proposition and it must be regarded as such. The men who demand that an organization repudiate its laws and agreements for the purpose of falling in line and assisting them to make another agreement surely would not make such an agreement and tell the employer that it was not binding upon the men in any sense. Yet, this is what certain associations have demanded that this Organization do, as the history of our relations with the American Railway Union, the United Brotherhood of Railway Employees and the Switchmen's Union have demonstrated.

---

## The Educational Problem.

---

There is certain to be a change in the educational system as it is the vogue in the greater number of the schools. There has been a disposition to wander from the established three "R's" of our fathers into fields remote, where studies that sound more pretentious, and mean less practically, are in force. It may be a bit old fashioned, and prejudiced to some extent, but we must confess that the system of education does not look as practical, or beneficial, as it did some years ago, when the student knew less

about little things but had a knowledge of the more important questions stored away for the time when he was to take his place as a wage worker.

It may be unfair to condemn the entire plan of education for the sake of eliminating a few studies that are of questionable value, and it is not a part of our argument that everything taught that is outside of the three fundamentals is useless, for it is not.

It must be confessed, however, that very many studies of the present are simply



destroyers of time, and without possibility of benefiting one student out of a thousand after he enters into his life's work. The thing to do, then, would be to arrange school work for the greatest benefit to the majority of students. We know that the average school life ends at fourteen and, taking this as a basis for calculation, it will be seen that there is little excuse for much waste time that is thus lost in following fads and fancies of the so-called advanced teachers.

We feel safe in saying that much time is now lost to the boy and girl in the beginning of school life because, instead of learning the necessary things, they are compelled to devote their time to questions they now can not understand, and perhaps never will. It is not even pretended that there will be anything like a finished study of these fancy subjects. The idea is to give the child a rudimentary knowledge of certain things. A rudimentary idea of spelling, mathematics, reading, grammar and history will start the boy or girl off with a better educational foundation than either will ever have by studying "Science of This or That," languages, and the like, to the neglect of the studies essential to everyday work.

We have had writing teachers run their "vertical" course, and now plain business has decreed that if the applicant cannot write the old style Spencerian he is not needed. The business of today has no time to wait for the slow, upright style that was taught with such pains because some learned one decided that it must be the thing. Others have declared for a certain style of spelling. We see in that more of an excuse for further assaults on regulation spelling than much of anything else. Phonetic spelling would never do. If you want to learn where that would land us, listen to the talk in any party with whom you happen to be, and then defend fonetic spelling if you dare. If the people spelled the way they talk, Babel would have been a small affair in comparison. The dropping of unnecessary letters is another matter, but fonetic spelling, even as pronounced if spelled by Carnegie himself would be a wonderful affair in places.

We are all working to keep the child from employment until he is at least sixteen years of age. If the pupil is fortunate enough to keep going after that time he can be allowed to indulge the fancy of his teachers and take up languages and bugs and other things that "theoretically" will be of greater advantage to him when he settles down as an everyday wage earner, with a growing family on his hands. But, first of all let us have a school system that will teach the boy and girl what is needed in everyday life.

In this connection there arises the inquiry, what shall be taught in addition to the solid studies that will help men and women through life. The answer invariably is, there must be something that will prepare the pupil for wage earning when he commences to work. Let him be taught some useful occupation in the later years of his schooling. Trades are suggested and elementary study of stenography, business forms, millinery, dressmaking and office work for the boys and girls, naturally come to the front as necessary for all of those who expect to take their places among the wage earners.

Trade unions have in some instances protested against the trade school, but there is too much demand from the union parents of children to have their children taught something practical and useful to longer ignore it. Trades unionists, themselves, insist that their children learn some trade; they have a right to live and it is a personal question for each one to consider.

There are few pupils coming from school today who are fitted to undertake work that requires the careful attention of a fair education. The pupil has covered the ground as far as years go, but his studies are far away from his work. There is little to apply, and as a result the student suffers.

A lead pencil and a pompadour will not make a stenographer, and yet there are thousands of parents taking their children out of school at a very young age to study stenography. They never succeed, for they have nothing with which to start, and so it is with all the notions that are grounded in imaginations, fads and fancies, rather than in the good, old practical studies that

were taught the men and women of today when they were children. They had something with which to commence life and on which to build.

Every parent ought to pay close attention to the school work of his children. The studies should be the question for home study, and if they are not practical, the

parent ought to object and lend his influence toward the adoption of others that will come in handy in every-day, wage-earning practice. Let the children learn English first and so on with the other necessary branches. If there is time then the other "stuff" can follow to round out the sum of educational accomplishments.

## Trainmen Denounced By Hawley.

An associated press dispatch was sent out at the time the National Convention of the American Federation of Labor was in session, and was given a great deal of circulation by members of the Switchmen's Union, who used it to show that the Federation had allied itself with the Switchmen against the Brotherhood of Railroad Trainmen. It read:

MINNEAPOLIS, MINN.

Nov. 21st, 1906.

"John Mitchell, President of the United Mine Workers, presided over the session of the American Federation of Labor, at which the Brotherhood of Railway Trainmen was denounced as a 'strike breaking' organization, and resolutions were adopted recognizing the sovereignty of the Switchmen's Union of North America as having complete jurisdiction over all railroad yards and switching crews."

The facts in the case are these: The Switchmen's Union affiliated with the American Federation of Labor. It was represented at the Federation Convention by its Grand Master, and one other delegate. They had eighty-one votes, which fixes their membership at eighty-one hundred members, the voting power being one vote for each hundred members represented. This ought to be of some interest, in so far as it fixes the membership of the Switchmen's Union beyond controversy.

Mr. Hawley introduced Resolution No. 150, which read as follows:

Resolution No. 150. By Delegate Hawley, of the Switchmen's Union of North America:

WHEREAS, The Switchmen's Union of North America is a trade union, representing the men employed in the hazardous occupation of switching cars; and

WHEREAS, The said union is affiliated with this great body, the American Federation of Labor, and, therefore, entitled to its protection; and

WHEREAS, The Brotherhood of Railway Trainmen, which is an industrial organization, is trying to annihilate the Switchmen's Union by means, which can scarcely be termed honorable; therefore, be it

RESOLVED, That we pledge our loyal and earnest support to the Switchmen's Union in its efforts to improve the conditions of the Switchmen; and, be it further

RESOLVED, That we insist on the Brotherhood of Railway Trainmen ceasing its attacks on the Switchmen's Union; and, be it further

RESOLVED, That the American Federation of Labor, here assembled, recognize the Switchmen's Union as the only organization legally representing the Switchmen, and having jurisdiction over the railroad yards of this country.

The resolution was referred to the committee on organizations, which was presided over by John Mitchell, President of the United Mine Workers. The resolution, as it came from the committee read as follows:

WHEREAS, The Switchmen's Union of North America is a trade union, representing the men employed in the hazardous occupation of switching cars; and

WHEREAS, The said Union is affiliated with this great body, the American Federation of Labor, and, therefore, entitled to its protection; and

RESOLVED, That we pledge our loyal and earnest support to the Switchmen's Union in its efforts to improve the conditions of the Switchmen, and, be it further

RESOLVED, That the American Federation of Labor, here assembled, recognize the Switchmen's Union as the only organization legally representing the Switchmen, and having jurisdiction over the railroad yards of this country.

This shows that the Federation, itself, did not denounce the Brotherhood of Railroad Trainmen. The resolution is simply the expression of the Federation, and is nothing more or less than what was guaranteed to the Switchmen's Union when it joined the American Federation of Labor, whose right to decide the "legal" status of the question is not recognized by the B. of R. T.

The denunciation mentioned in the dispatches was merely a speech made by Grand Master Hawley against the Brotherhood of Railway Trainmen.

The fact of affiliation made it incumbent on the Federation to pass a resolution of this kind, but it has no more weight with the Brotherhood of Railroad Trainmen than former declarations made by other organizations have had.

We have been "resolved" against by the American Railway Union, the United Brotherhood of Railway Employees, the Industrial Workers of the World and the Switchmen's Union, not to mention several other associations of smaller caliber, still we have gone ahead and organized the yards, as we were doing, before either of the aforementioned unions came into being.

It is unnecessary to state that, while we have the utmost respect for the American Federation of Labor, we cannot consent to pay any attention to its resolution, giving the Switchmen the right to yard jurisdiction.

The Switchmen's Union attempted to bolster up its excuse for living by going to the American Federation of Labor, and appealing to it in the hope that something might be done for it against the B. of R. T. It referred to the B. of R. T. as an "industrial" organization and itself as a trade union. The S. U. is an industrial organiza-

tion, for it admits men of different occupations.

The fact that there was never an excuse for an organization of that kind should have appealed to the Federation itself, when the difference in yard membership in the two organizations was known. The Switchmen's Union, according to its own statements, had on October 1st of this year eighty-one hundred members of all kinds. The Brotherhood of Railroad Trainmen on that same date had approximately twenty-three thousand of its members actively engaged in the switching service.

To advise these twenty-three thousand men that they must go over, or submit to the jurisdiction of the eighty-one hundred, with all courtesy to the A. F. of L., is not to be considered by the members of this organization.

We know that Mr. Hawley made every possible appeal to passion and prejudice that was possible, and that the National Convention of the American Federation of Labor listened with patience and some tolerance to what he had to say. The fact that his resolution was not accepted, and that the resolution passed by the Convention had taken from it every word of denunciation leveled against the Brotherhood of Railroad Trainmen, should be evidence to our own members that the attacks of the Grand Master of the Switchmen's Union were not taken seriously by the Convention of the Federation.

We believe that there are too many officers and prominent members of the allied unions in the Federation, who know the Brotherhood of Railroad Trainmen, and its real purposes, to permit that body to consent to take action that is not justified by anything more substantial than the prejudiced appeals of the Switchmen's Union.

---

## Improved Conditions In Railroad Service.

---

The closing of 1906 brought increased wages to almost every railway employe in the transportation service. If such increases were not already granted they

were, in effect, assured very early in 1907. It is hardly necessary to assert that these increases were brought about wholly through the labor organizations on the

railway systems and opened the way for increases in almost every industry in the country.

Wages that are paid to our railway employes are not at all high. The exceptional ability demanded for the performance of duty, the dangers incident to employment and exposure to the elements, form a combination that ought to be well paid for. These things taken into consideration along with the wages paid, go to show that even with the recent increases that wages are not excessive and in fact are not commensurate with the demands of the service.

American employers all point to the fact that American wages are the highest in the world. They could with equal truth point to the fact that American wages possess the lowest purchasing power in the world. Wages have increased but so has the earning capacity, of the employe for the employer, increased and that too far beyond the wage increases.

Mr. Hill, of the Great Northern, and other railways, is quoted as having said that the average train crew on his railway lines handles more than seven times the tonnage handled by the average train crew of any European line. For this seven times greater result the American railway employe does not receive seven times the wages of his European co-worker. He, also, has less to look forward to in the way of remuneration for injuries received in the service and his wages have a greater purchasing power than the American railway man's do. But even with this difference the American railway man lives better, while he lives and works, and he enjoys many advantages that his European brother does not.

The railway lines have all told what enormous additional expenses will come to them through this item of wage increases. This is true, and measured by dividends, it looks large, and it is large. But there is another side to this railway expense account, as it includes wages and dividends, that the railway companies do not tell and for the purpose of showing what it is, we quote from Mr. George Horace Lorimer, in the *Saturday Evening Post*, as follows:

"The annual report of the Burlington road, lately published, reminds one how

wonderfully the property has progressed under James J. Hill's management. He now makes every freight train do the work that two trains did five years ago. He has increased the average trainload from a hundred and eighty to three hundred and sixty-five tons. The year he came into control Burlington trains traveled nineteen million miles in order to move 3,350 million tons of freight one mile. This last year they traveled only seventeen and one-third million miles and moved 6,348 million tons one mile. Almost any layman can understand what this means in the way of increased economy of operation.

"But the public has got little benefit from it. The decrease in freight and passenger rates combined has been but slight. This last year, excluding some extraordinary maintenance charges, the road earned fifteen per cent. on its capital stock, against about six per cent. before the Hill-Morgan purchase.

"The rate-law contemplates that charges shall produce a fair and reasonable return upon the investment. No investor in Burlington securities now gets or can get more than a fair and reasonable return. He can get about four per cent. Hill, Morgan and associates took the hundred millions of Burlington stock and juggled it into two hundred millions of four per cent. collateral trust bonds—thereby capitalizing and absorbing the advantages that Hill's superior management would give to the road. Shippers and travelers got little benefit. The investing public gets no benefit whatever. The benefit went to the persons who participated in the stock conversion deal—probably few in number. The collateral trust bonds are now largely in the hands of innocent purchasers.

"Stock-watering and security-juggling are a very heavy handicap to 'fair and reasonable.'"

If railway lines, and other properties living on their dividends, were to do business on valuations that were based on expenditures only, there would be less stocks to eat up earnings and the earnings, therefore, would become "unreasonable." If all properties were free from water, the real earnings would show what each dollar honestly invested was earning and there could not

be occasion for any complaint over the heavy wage increases made to employes.

Railway companies have shown a disposition to appreciate the necessity for some division of earnings with their employes that would enable them to maintain their standard of living threatened by increased living expenses. Other corporations have followed with ten per cent. increases and all have joined in saying that increased wages have increased the cost of living.

It is just as well to remember that increased prices brought forward the demand for increased wages. Increased productive ability did not have one-half the influence in this direction that increased cost of living had. This may not have reached some people yet, but we hope it will.

The Secretary of Agriculture said not long ago that "One American farm hand produces more rice than four hundred Chinamen." Chinese farm hands' wages run about 10 cents a day, and if the American farm hand were paid in proportion to the Chinese farm hand he ought to receive \$40 a day. His average wages, with board,

amount to about \$1 a day. This is a difference.

Taking the words of such men as Mr. Hill, and Mr. Wilson, as proof of what we say, we hold that cheap labor does not produce anything like the labor of Americans. Measured by its product, American labor is the cheapest. Compared with production and purchasing power American labor is the cheapest in the world, and, therefore, American wages have not been responsible for increased price of living.

We have economists a plenty who tell us that there is nothing in increased wages, that it takes all we get through forced raises to pay for what we buy. Hang onto this fact; prices were up before we secured the wage increase and that wage increase helps out mighty nicely on a trip to the market. The earning capacity of every industry must be pushed to the limit to meet the dividend demands of its watered stock. Corners in products, monopolies of production and transportation, speculation in imaginary values and the power to hold the markets, have raised the price of living. It is the law of wages to rise when the cost of living rises.

## Proposed Legislative Interference With Canadian Labor Organizations.

Senator McMullen of Canada, introduced an amendment to the Conciliation Act of 1900, that embodies the same restrictions as were included in the Loughheed Bill of 1903. This amendment has had its first reading and will have its second reading January 16th, 1907. The delay was caused by adjournment over the holidays.

The section in full, with the new words added, herewith follows:

Paragraph 6, Section 4, Conciliation Act, 1900.

(c) On the application of Employers or Workmen, and after taking into consideration the existence and adequacy of means available for conciliation in the district or trade and the circumstances of the

case, appoint a person or persons to act as conciliator or as a Board of Conciliation (amended by adding the words) "but no person who is not a citizen of Canada and a British subject shall be appointed."

Further amended by adding new section: "Every one is guilty of an offense and liable on summary conviction to a fine not exceeding \$100.00 who, not being a citizen of Canada, and a British subject, in any way intervenes in a difference, whether existing or apprehended, between an employer or any class of employes and workmen, or between different classes of workmen."

This means that international organizations would not be permitted to enjoy the protection of their general organizations. The words of the amendment are not only

applicable to interference on the ground, but could be construed to mean that advice given from any other country than Canada would be illegal. This would mean that an officer of an organization who was a citizen of Canada could not receive directions from his international organization, and the effect of the amendment, if passed, will be to divide the organizations of Canada from those of every other country.

The effect of this amendment to our Canadian lodges will be understood by them because they have been over the ground before in opposing the Loughheed Bill in 1903.

We believe that the present amendment is the result of the intervention of certain officers of an international organization in a recent strike. The courts declared their participation unlawful, and to make doubly certain, this amendment is now offered for the purpose of weakening the Canadian organizations.

When this Bill was before Parliament in 1903 we had the following from Brother James Murdock, Fourth Vice Grand Master:

Several months ago an idea struck the Senate of Canada that the best means to do way with strikes would be to pass a law, providing that no alien could come into Canada to counsel or incite men to

leave their employment. In other words, certain members of the Senate capitalists, appointed to their positions for life, and consequently answerable to no one for their actions, thought that if Canadian workmen could be forced to sever their connection with international organizations their position would be weakened to a great extent, and they would not be as liable to assert their rights at times when conditions warranted a withdrawal from service. While hiding their intentions behind a pretense of acute patriotism, they proposed to take away the rights we have as British subjects, and which they claim themselves, namely, to employ whom we will as counsel and to advise us when occasion requires.

The explanations and arguments then made by Brother Murdock are applicable to this amendment for it practically covers the same ground as the Loughheed Bill attempted to cover.

Our Canadian members are cautioned to take due notice of this proposed amendment and to get before Parliament with their objections at once. This is a matter that cannot be deferred, and every lodge is urged to take prompt action to support Brother Hall in his opposition to the proposition.

## Yard Settlements,

We knew very well when the yard settlements were made that the Switchmen's Union would do all it could to take credit for having made settlement. Their methods were as usual, "Switchmanesque" and consisted principally in doping press representatives and having their statements printed. Then after the misinformation was published, they had copies of it made and sent out to prove that the Switchmen's Union had delivered the goods. Remember that this same publicity plan was used to show the "One Cent" headway the Switchmen's Union made at Buffalo.

This was done more throughout the western country than elsewhere, for in the ter-

ritory east of Chicago the yards are too close together to allow such statements to have weight, but where the yards are further apart, a news report coming from Cleveland, Pittsburg or Buffalo, stating that the Switchmen's Union held contracts for all of the yards, has misled some persons into believing that the S. U. really had accomplished something.

The plain unvarnished truth is, "the Switchmen's Union has done nothing but make a noise. It did not secure one cent for any one. *It accepted what the Sub Committee, representing the Brotherhood, secured as the rate for the Chicago territory, after the S. U. committee had agreed to*

take three cents per hour and its committees returned to work. After the rate was fixed by the B. of R. T., one of the S. U. Grand Lodge Officers hurried out after their men, got them into the offices, and accepted what the Trainmen had settled for. This is all there is to it. Not a single concession was made to the Switchmen's Union committee, except the one cent an hour at Buffalo, until the Brotherhood made its request for increased wages."

The Switchmen's Union did, as it claims, get in first. It also came out last.

There were a few individual yards where the S. U. had the membership; there were two roads where the majority of the yards were S. U. yards, but they did not fix the rate for even these yards or roads. They took what the Brotherhood fixed as the rate.

The S. U. endeavored to force the B. of R. T. to give up contracts that were legally made, but they failed. The S. U. committees on certain lines grabbed at anything offered, and if the B. of R. T. had not interfered and saved the rate, the yardmen in some yards would be working for 2 cents an hour less than they now receive. This is S. U. diplomacy that the yard men are told is for their benefit.

Including the Chicago settlement, which fixed the basis for all other settlements, the following roads have been placed under the new rate, or better. These systems herein mentioned have included all of their yards in the new rate. These increases run as high as 9 cents per hour for certain roads, New York Central for instance,

(compare this with one cent for Buffalo yards made by the S. U.) and none of them is below the established rate of increase. Included are Chicago, Pittsburg, St. Louis, Kansas City, Omaha and Cleveland yards, with other large centers on the way to settlement.

The roads that have been settled for are: G. H. & H., C. B. & Q., S. P., Atlantic & Pacific Systems, Terminal R. R. Association of St. Louis, M. K. & T., Frisco, C. P. & St. L., Texas & Pacific, Missouri Pacific, Union Pacific, New York Central, L. S. & M. S., A. T. & S. F., C. & N. W., C. M. & St. P., Colorado & Southern, Wabash, C. & A., Grand Trunk, (Chicago) Wisconsin Central, I. & G. N., Illinois Central, Southern, (St. L. L. Lines) D. & R. G., Michigan Central, (East) (S. U. West) Rock Island, S. U. and part of Lackawanna S. U. These settlements followed the fixing of the rate at Chicago by Grand Master Morrissey and the Sub Committee, whose photograph is shown on page 2 of this issue.

We realize that the S. U. is going to do everything it can to make the yard men believe that it secured these rates of pay. Where the S. U. is making itself believe the Union did something elsewhere it knows it did not do anything in its own particular vicinity. It did not establish the new rate. It broke in, made a noise like a labor organization, but the real men came along, delivered the goods, and the Switchmen's Union is handed the result as a Christmas present from the Brotherhood of Railroad Trainmen,

## To Get The Cost Of Living.

The cost of living is the great question now before everybody, and there are several propositions before the public, all intended to establish the exact cost of a fair living so that the wage-worker may know how close his earning capacity comes to satisfying his needs as a consumer.

One prominent authority has said that "we are too vain; that we demand fancy

packages for our goods, special deliveries, etc.," all of which have increased the cost of living beyond a reasonable figure.

We know better than that. We, who live in the same house, buy the same necessities and follow the same old bent, know that the rent has gone up, that coal, flour, groceries and other provisions have gone up, that clothing and the like have gone up,

and that when we compare the purchasing power of what is paid today with the purchasing power of what was paid fifteen years ago, we are not any better off and, in some instances, not so well off as then.

How much had the average American family ought to have to assure it a fair living is the question. There are different standards of living, some of which can not properly be called fair. They are of the lowest and cheapest order regardless of what the class so living may earn. It is with the average, well inclined and comfortable class that we have to deal, not the extremes at either end.

Some years ago John Mitchell said that not less than \$600 a year was necessary to a fair living, but since his statement was made there has been an increase in living expenses that will naturally raise his estimate.

It is generally conceded that the laborer has a right to a "family living wage." The question now is, what does a living wage include? In the first place there ought always to be considered the added demands made necessary by development. What did once will not answer now. As the world developed from the primitive order of affairs and took to itself the benefits of invention, it was natural that all of the people should share in that progress. Their comforts increased, and as they developed mentally their social demands increased, and quite properly, too, for if they had not and there was no market for what was produced, there would have been no progress. It is the people who maintain the markets and, therefore, it is proper to take into consideration in this discussion the question of development as it applies to a living wage.

To make composite answer to the question, "what does a living wage mean?" we quote, "the minimum livelihood guaranteed should mean the power of physical existence, marriage, separate homes, insurance against sickness and death, old age and accident, access to libraries and schools," or to exactly sum it up, "it shall be sufficient to maintain an average family in a manner consistent with whatever the contemporary local civilization recognizes as indispensable to physical and mental health, as required by the rational self-respect of human

beings." This all settled, thus far, how much must be earned to get it?

It is proposed to make a wide investigation, covering the entire United States, for the purpose of finding out just what the question means, for there are no facts or figures at hand to answer the question. This is the outcome of a meeting of settlement workers at New York, some months ago. The question came up during a dinner at which five social workers were present, and they made out a list of the essentials for a normal standard of life. These were shelter, food and drink, clothing, light and fuel, furniture and furnishings, car fares, incidental expenses, recreation, provision for sickness, accident and dental care, savings and insurance. All five had more than ordinary knowledge of the cost of these things in New York City, but, when the total was figured, they gazed at one another in astonishment and concluded that something must be wrong with the figures. They took as the social unit a man, wife and three children under working age and found that the necessary living expenses of such a family amounted to \$931 a year, which requires a wage of \$3.10 a day for the 300 working days of the year.

Distrusting these figures, they submitted the question, without stating their own findings, to sixteen of the ablest social workers in New York. Six of these workers sent in an estimate of \$942 a year. One each sent in \$1,499, \$1,403, \$1,394, \$1,078, \$986, \$901, 900 and 979, and two sent \$768. The last two made no allowance for medical services, furniture, furnishings, savings or insurance.

"It was found that no exact information existed on this subject. No government tables exist which are based on given units and definite localities. No charitable society had any definite figures to offer. Miss Caroline Goodyear, of the New York Charity Organization Society, was detailed to make as adequate an investigation as possible, the results of which were presented at the Rochester meeting. Her investigation was among families who are receiving charity, whose mode of life is under the inspection and criticism of charity agents, and who are, therefore, living at the low-



est possible notch. She visited a hundred such families, itemized their actual expenses, and then made estimates of what these expenses should be in order to preserve a normal standard of life.

For instance, she found Mrs. H., a widow with three children, earning \$5 a week and receiving aid. Mrs. H. actually spent \$2.89 a week for food for four persons. This allowed no tea, coffee, butter or fruit, and all the supplies were of inferior grade. Miss Goodyear estimated that to keep her family decently nourished and avoid illness the woman should have spent at least \$4.54 a week for food. This would allow the following menu: Meat, 56 cents; bread, 56 cents; crackers or macaroni, 8 cents; flour, 10 cents; cereals, 12 cents; milk, \$1.05; butter 4 cents; tea or coffee, 12 cents; sugar, 21 cents; dry beans or peas, 8 cents; potatoes, 25 cents; other vegetables, 50 cents; fruit, 25 cents. The complete expenditures for this family for one year, Miss Goodyear thinks, should be at least the following: Rent, four rooms, \$16 a month, \$192; food, \$4.50 a week, \$234; ice, 5 cents a day for four months, \$6; clothing, \$121.73; fuel and light, \$44; car fares, 60 cents a week for the wage-earner, \$31.20; insurance, \$15.60; incidentals, \$60; total, \$704.53, or \$13.55 a week.

To get this estimate, Miss Goodyear examined all sorts of prices in New York. Rent, she found, was \$4 a month a room for flats of five rooms and less. This allows no heat, bath or private hall, and necessitates careful choice to get rooms that are in decent condition as to light, sanitation and repair. She considers that a decent standard of life cannot be maintained unless there is at least one room besides the kitchen which is not used as a sleeping room.

As to clothing, when everything is bought new and readymade at sweatshop prices, she considers that it costs \$28.74 a year to dress a boy in knee pants, \$45.80 for a boy in long trousers, \$27.43 for a girl in short dresses, and \$10.70 additional for a girl in long dresses. When the mother can make clothing, bargain sharply and mend diligently the cost can be reduced perhaps 16 per cent for girls and 8 per cent for the

boys. But this is not possible when the mother herself is a wage-earner.

She found some families in which the younger children never had a new garment, all being made over by the mother from the clothing of the adults, but the poor quality of the material in the first place renders making over hardly worth while. The greatest clothing problem is the shoes. The common price for children's school shoes is \$1.25 a pair, and they come to mending in three weeks. Miss Goodyear considers that, with mending, it costs \$10 a year to keep each child shod.

She made her estimate of \$60 a year for "incidentals" from the expenditures for one month in this line of a French family of five, living carefully and decently on \$15 a week. For the means to keep clean, soap, bluing and so on, they spent in one month 50 cents; for the barber, 60 cents; for sewing materials, thread, buttons, and so on, 38 cents; medicine, 60 cents; for necessary furnishings, matches, clothespins and so on, including \$1.69 for a gas stove, \$3.40; total, \$5.48. The slovenly condition of the homes of the poor, commonly set down to laziness, is actually due in many cases, says Miss Goodyear, to the lack of the \$5 or \$6 a month necessary to keep an ordinary small flat clean and in repair.

Miss Goodyear estimates that a typical, self-supporting family of five, receiving no aid at any time, medicinal, recreational or other, and living in comfortable rooms, with personal privacy and nourishing food, should spend \$1,045 a year in New York. Of this she allows \$216 for rent, at \$18 a month; \$370 for food and ice, about \$7 a week; fuel and light, \$50; car fares, \$45; incidentals, \$75; clothing, \$145; two weeks' outing in summer, \$20; margin for illness, dentistry, and so on, \$50; margins for savings, \$50."

Many of the items covered in the investigations would be luxuries to thousands of families who dare not dream of having them. To live decently and honestly, comfortably and without waste, should be the right of every wage worker. The persons interested in starting this investigation are determined to see if a legal minimum wage cannot be secured that will assure the wage-

worker of a decent living as outlined by their investigations and deductions. The first real obstacle in the way of this proposition is the rapid increase in prices. A graduated wage law going up with prices would have to be met with a right to lower them, and this would cause confusion and trouble. But the latter idea need not ham-

per this investigation at all, for the chance to secure legislation covering the payment of wages, with the "right of contract" staring us in the face, is far remote. An investigation will help to settle the question so often stated to the effect that "the producer does not begin to receive a fair share of his product."

---

## The Pathetic Side Of Immigration.

---

Whenever there is danger of legislation to strengthen the laws that are supposed to control immigration, we are deluged with effusive articles from certain sources, doubtless inspired by employers, transportation lines and foreign societies, all setting forth the pathetic story of the rejected.

The immigration laws, with few exceptional specifications, are very liberal and, we believe, easily violated. If this violation were not the fact how is the increased immigration to sections where labor troubles are threatened, accounted for? Why do we find evidences of the "underground system" at work running immigrants into the country under cover and why is it that, if the laws are strict and sufficient, there are so many persons of foreign birth and recent residence, depending upon the charity organizations and institutions for their support?

At this time there is a great demand for ordinary labor. Let it not be overlooked that by dividing the different duties of several of the trades, by which each employe works at one particular part of a job, while the mass is assembled under the direction of one skilled man, that many employments, one time coming under the head of skilled labor, are now placed in the common labor class. There is scarcely an occupation today where the man who starts a job finishes it. Each employe is a distinct part. He knows his own work, but not the first thing of any other part of his job. His labor is mechanical, unskilled and, therefore, common.

Under cover of this exceptional demand for common labor there is found the inspiration for much of the thought that is sent out to the people endeavoring to quiet anything of extra demand that may be made for immigration restriction.

Under any conditions restrictive measures would be in order. If this country needed every common laborer in the world it could not afford to overload the country with the diseased, criminal, pauperized classes of the old world. As it is we do not need all of the common labor. Of the commonest class we are receiving today, there is less than one-half that can hope to fill the demand for common labor and it would not work at common labor, as it is understood, if it had the opportunity.

We are told, in very learned terms, of the needs of these people and how the needs of the country can be blended together and a progressive force for the good of all the nation be assured. The fact that the immigrants, themselves, will have none of this plan of distribution ought to be sufficient answer to the claims made, but we feel that the teaching is wrong, even though we give to it the credit of being honestly meant. We have received several hundred thousands of immigrants who will not work except in sweat shops, or peddle on the streets, until they can set up in a more pretensions way.

They have not gone to the thinly populated sections but they have added to the misery of the congested districts of the cities. They will not work, as work is commonly understood, and they never will, for they

are not built that way. Still, the representatives of this same class raised their protests to the heavens every time there was a proposition to restrict immigration and appealed to the sentiments of "those who employ labor" to keep open the way for the oppressed and common people of the old world. Thus we cover the needs of the hour by postponing action "pending congressional investigation."

To digress for one thought. It is a fact that the sweat shop workers recruited from the poorer classes of Russia, Germany and Italy are working for their countrymen, who have succeeded in getting out of the rut of absolute poverty and have become the hardest task masters to their own country people they have ever known. When the combined work of two persons for more than twelve hours a day will bring to them only sixty cents a week, it is high time to quit telling of the blessings of liberty and the rights of private contract.

But out of it, in many senses, we have a threatening force. The Government always is in danger of being drawn into foreign complications because of racial prejudices. As the American dislikes the Oriental so do the dislikes of the foreign-born for each other continue to hold in the land of their adoption.

We find there is a disposition on the part of certain nations to colonize their people. What benefit will this country be to them if they do not adopt the customs that they acknowledged were superior to their own when they left home? We can easily learn the little regard one foreign colony has for the rights of another if we follow the street fights, faction fights and riots between laborers working in camps.

This Government is responsible to the home governments for the protection of all of these people. If they offend beyond endurance, as did the Mafia at New Orleans, some years ago, and an outraged populace takes the law into its own hands, this nation must either bluff, fight, or pay the expense account.

If it ever becomes necessary for our country to go to war with a foreign power it will have to reckon with the subjects of that nation who are here. This is not an

insult to the patriotic foreigner. It is the plain truth as demonstrated during the brief war with Spain when other countries were expected to go to the assistance of Spain.

A German writer has recently declared that within the next fifty years the United States will become a Babel, incapable of holding together because of its inability to understand itself and its failure to assimilate the race hatreds and religious doctrines of the polyglot population it will have gathered by that time. It does not look like a frenzied fancy even though fifty years is a long time to wait at the pace we have been going for the past three years.

There is not a city government today that does not have to placate the foreign voter. "Cleveland, the best governed city," according to Steffins, has its taste of high life occasionally. If there is a proposition on the part of one set of the foreign born to do something particularly its own, as for instance, to erect a monument to a native hero, the objections of the rest of the foreign born who do not like that particular hero, have to be taken care of. What the native American may think of the matter is not a part of the calculation. If the Poles object to the Hungarians, they must be given just as good a place for their hero's monument as the other party has. If the crowd is smaller, it receives proportionate attention. But, we do not mean to set up Cleveland as the only city where this is done. There is, we think, really less of it there than in any of the other great centers of population.

How far these questions of national prejudice can go is best demonstrated by the demands of the foreign born and their tendency to stick together. The Germans have been very faithful to their fatherland. They have fought for their native customs and for the teaching of German in the public schools. They made their fight a political one and as a result German has been taught in the public schools. There is no need for it today, for the Germans are not furnishing us much of the immigration that was supposed to need German and English assistance in business. The thing always to have done, as well as to do, is to teach every foreign born inhabitant the English

language and assimilate all of them in language, thought and living.

There is no more need for German to-day in the public schools than there is for Hebrew or Italian. From the former German point of view, necessity to do business with Germans, there is not so much. The Italians have made requests in some cities for the teaching of Italian in the schools. If all foreign languages were to be taught to the neglect of English, the nation would become a polyglot one, without a common language, before fifty years.

These are merely common questions. They are known to every man and woman who cares to look at them because they are open for inspection everywhere. There are times when special incidents create spasmodic demands for stricter laws but as soon as made there is failure to follow by insistent, or consistent, action. If the question comes before Congress, a few appeals to patriotism, sentiment and a threat from the foreign societies, sets the demand aside and the grind goes merrily on to, what? Many of us sometimes feel glad that we were born soon enough to have lived and done with the problem before the crisis comes. Unless all signs fail, this nation will in time become the hardest on earth to its own people, for the reason that its coming task masters have risen from poverty and oppression through the enforcement of severer tasks than they performed themselves and by the application of severer wage working conditions than they ever met. It is the outcome of the brutalizing of humanity that can get down the hill of fairness faster than it can climb up.

When attempt is made to restrict immigration we are treated to stories of the harsh application of our immigration laws, but a few declare that the fault is not in the law so much as it is in the attempts of transportation companies, labor employers and land agents, to break the law. Broughten Brandenburg has given us a better idea of the true condition of immigration abuses than any one else. He has made the question his careful study and he has not fallen into the error of lending sympathy because of sentiment. In a recent issue of *The*

*Outlook*, he presented some pitiful pictures of the sorrows of the rejected. Not for effect in a wrong way but, rather, we believe, to hasten the application of better laws that will protect the immigrant from the designs of the persons most interested in him. He told of certain instances, the same that are carried to our legislative bodies and tend "to postpone action pending investigation." In part Mr. Brandenburg said:

It was first brought home forcibly to me seven years ago, this blighting misfortune that falls on the immigrant returned as inadmissible to the United States, when I saw a lonely, bewildered old woman, a gendarme at her elbow, led off the Kaiser-quai in Hamburg and up to the municipal refuge in the Bweide-strasse, there to await the disposition of her future as an object of charity.

She made her way with difficulty over the cobblestones, weighted as she was with an old leather valise and a bundle done up in a shawl. Her chin quivered with her anguish, and the difficult tears of the aged ran slowly down over her yellowed and wrinkled cheeks. It was a pitiful homecoming to the native land to which, as she thought, her last goodbye had been said a month before.

I made particular inquiry for the facts in her case, and this was her story. She had lived all her life near Salonsburg, close to Potsdam, and reared a large family. Her children were scattered over the face of the earth, some in South Africa, some in Brazil, and one son and two daughters in the United States. The son was a laborer in Texas, one daughter was the wife of a poor tailor in Chicago, and the other daughter, a widow with three children, kept a cheap boardinghouse in Hoboken, New Jersey. When her husband had died, she buried him in the village churchyard, sold her few belongings, and with less than one hundred dollars set out for the United States, having no conception of how widely scattered her children were there, and not dreaming that all of them would not come down to the dock to meet her and form a happy party that would take her at once to the home of some one of them where she

might spend her last days in peace. She had some misgivings when the agent who sold her the ticket insisted on a deposit out of her small store of enough to pay her return fare, should she "not be admitted at Ellis Island." Then and there she learned for the first time that she must pass some sort of an examination at New York, but, knowing full well that she was good, honest, and had done no wrong, she was not afraid, especially when assured by her neighbors, eager to rid themselves of any chance of caring for her, that her children would arrange the trouble about the examination. Then came the long voyage, with its squalor, its filth, its seasickness, and its mixed, howling steerage mob in which she was compelled to keep company day and night with persons whom she would have chased away from her own door with a broom. When the good day came that the great ship drew up the wonderful harbor, it distressed her greatly that she could see no sign of her own on the dock, though she had written that she was coming, and her worry was increased when she was hustled from the ship aboard a barge and towed down to an institutional place on an island, where a close guard was kept on all who came or went, as if they were prisoners. The exigencies of the laws protecting a great country seemed quite absurd and cruel to her, all the more so when, after a hurried physical inspection by a young doctor in a uniform, she was put aside for a more thorough examination, which came after hours of heartrending suspense, only to be followed by a close questioning into her personal affairs before three severe men in a court-like room. She was so utterly alone and their English speech was so strange that the interpreter seemed her only tie with the happy world she had known. After a brief deliberation, they decided to send her to a large chamber with iron beds, floors smelling of cleansing chemicals, and with bars across the windows as if the place were a prison. In answer to her tearful entreaties, she was told that the authorities were trying to find her children, to be sure that they were able to give a bond that their mother should not become a public charge. For three days she stayed im-

mured, torn with doubt and fear, and growing more and more ill daily from the discomforts to which she was unaccustomed. A kind German missionary often talked with her, and once brought an official from the German Consulate to see her. On the fourth day this subordinate came with another official from the immigrant station, and, as kindly as they were able, they told her that her son could not be located by telegraph, her daughter in Chicago was in no position to help her, and her daughter in Hoboken was ill in the hospital, with the municipality caring for her children; therefore the papers in the case had been marked "Excluded." She must go back by the ship on which she came. In a few more days, just how many she could not tell in her wretched state, in a party of forty others, all weeping and wailing, the barge took her to the docks again and she was returned to Hamburg.

This is but one of thousands of cases in which the facts, as I have gathered them, are pathetic in the extreme. All over Europe I have found these scattered unfortunates who have been ruined in life by failure to enter the United States. This last year there were sent back from the United States over twelve thousand immigrants who had wagered their lives' destinies on being admitted. To accompany the children or the sick, or to prevent the separation of families, other admissible aliens were compelled or volunteered to return, to the number of ten thousand, making the total returned across seas to the ports of embarkation twenty-two thousand. My private reports from the great ports of Hamburg, Bremen, Liverpool, Naples, and Fiume show that in these, through which five-sixths of the immigration passes, at least on the steamship companies' records, sixty-eight thousand persons were refused embarkation from June 1, 1905, to June 1, 1906. The North German Lloyd doctors at Bremen prevented fifty-three hundred from sailing in the month of May. The majority of these had traveled from east central or eastern Europe, and, barring the double sea voyage, the hardship was just as great as with the twenty-two thousand. The life plans of almost ninety thousand persons overturned

annually by the present system of administration of our immigration laws! Surely so enormous a tragedy should command world-wide attention. Surely such an inhuman system should undergo an immediate reorganization.

But officialdom and the public seem caloused by the frequent little stories of these deluded, helpless unfortunates. Only the unusual ones are even printed in the newspapers now. A few samples of those which have dramatic qualities will suffice to convince any one of how real is the individual misery inflicted, how appalling the aggregated anguish must be.

\* \* \*

One of the many little dramas on Long Wharf, Boston, occurred this last July. On the steamship Canopic there arrived from Naples Antoina Fortuni Lodi, with her five children ranging in ages from sixteen to two years. They were coming to join the husband and father, who chose to deny the parentage of the youngest child and thereby precipitated a sorrowful muddle, as the immigration authorities were compelled to deport this child, as likely to become a public charge, and also the mother with the baby as its guardian. The Italian law, as well as the first instincts of nature, would keep her in Italy; and so this mother was torn from her four other children and the family was parted forever.

Six happy young Scotch girls were arrested in the Hartford Carpet Corporation early last May as being in the country in violation of the law which forbids the importation of contract labor. They had been working in their home country in a mill which closed down. Some one, it proved later to be an employment agent, sent them to Connecticut. They were under an "implied" contract, as the law puts it. All their savings were consumed by the tickets, and when, after a period of detention, they were deported, the state in which they reached Scotland was sad indeed. A Madison, Wisconsin, firm inserted an advertisement in a foreign paper early this last year offering \$2.50 per day for labor, and nearly twelve hundred innocent immigrants sent by employment agents to answer the advertisement were trapped by the Ellis Is-

land and Long Wharf authorities and deported by the shipload. Many other contract laborers were sent back at the same time, and on one voyage the Neapolitan Prince carried one thousand men, women, and children back to their native land in sorrow. Other ships took parties of five hundred, two hundred, and one hundred.

\* \* \*

Some of the scenes that occur in the "Inside" part of Ellis Island (which is the name given all that portion of the system that is for the detained or excluded) would wring the heart of the hardest of men. There one can see sons and daughters and grandchildren clustered about an old pair who have traveled across the continent of Europe and the Atlantic Ocean to spend their last days with their own flesh and blood, only to find that they are so old and so poor that they are likely to become public charges and must go back, at least to the community where they once had a home. Perhaps the case will be that of a lover and sweetheart who have been separated for years while he was in this country building up a home for her. Now that it is ready, the girl follows him, only to be detained, torn from his arms, and sent back across the seas because of some physical fault, or some misrepresentation she has made, thinking to get into the country the easier. Again, half of some small village, coming on some ticket agent's false representations, will be found to be contract laborers, and will be returned, ruined. Such a crowd usually presents a scene on sail day that would defy reproduction in words.

Latterly, the poor victims of our system often fail to reach their homes at all, especially if they come from some territory which is being newly exploited by the immigrant agents. One immigrant who is sent back to his native town can frighten three hundred neighbors away from the steamship ticket offices. Knowing this by bitter experience, the big agents who speculate in immigrant traffic try to induce the returned immigrants to go elsewhere in the world rather than face the shame of failure at home. If the immigrant has money, he usually goes to Australia, South Africa, South America, or Mexico. If he and his

family have been particularly unfortunate, and their case is likely to be talked about through a large district, the agents will practically force the family into embarkation for Brazil or South Africa on tickets furnished by the agents.

After what I have related above in bare skeleton facts, without picturing the physical and mental horrors of the long voyages in the steerage, the life in the detention pen, and the miserable state of affairs after the deportations, I do not believe that I have failed of carrying conviction as to the character and enormity of the wrongs done the deported immigrants. To consider a remedy, the situation must be analyzed. The basic principle is that, if the aliens had known that they were going to be debarred, they would not have left home. The great mass learn it for the first time at the port of departure, and in nineteen cases out of twenty their surprise amounts to bewilderment.

Every agency that promotes immigration conspires to keep them in the dark or to lead them to believe that they can evade the American laws. When they once leave home, the die is cast; they are committed. The conclusion is plain: inform the alien

of his admissibility or his inadmissibility where the knowledge will do him the least harm—that is, in his home town. The only way correctly to inform him is to examine and pass him there. Fortunately, this is the system which must eventually supersede the old one for the protection of the United States without regard to the treatment of the immigrant. The gigantic annual crime of ruining tens of thousands of happy families stands to our everlasting discredit, and should form the principal reason for urging the speedy installation of an adequate system of foreign inspection.

Eminent authorities have declared these stories to be false or exaggerated, but they are the stories that go to Congress every time immigration restriction is before that body.

The closing of the article tells what is needed and conforms to the recommendations of Commissioner General Sargent. It would not be a cure all but it would relieve us from listening to the stories of the wrongs of the rejected, many of whom are not responsible for their coming, and it may permit our legislative bodies to settle down to a stricter law, unhampered by the appeals of the victims of transportation companies and employers of labor.

---

## The Switchmen's Union Starts To Drive Members Of The Brotherhood From Yard Service.

---

As has been stated elsewhere, the Switchmen's Union secured the passage of a resolution, by the recent National Convention of the American Federation of Labor, which declared that the American Federation of Labor "recognized the Switchmen's Union as the only organization legally representing the Switchmen, and having jurisdiction over the railroad yards of this country."

This resolution was merely a matter of form, and was not expected, by the men who passed it, to be used as the instrument

of disrupting the friendly relations between the American Federation of Labor and the Brotherhood of Railroad Trainmen. It, however, was apparent to those who paid any attention to the claims set forth by the Switchmen's Union, at Minneapolis, that this resolution was going to be the stock in trade of that organization.

The fact that the American Federation of Labor has given its sanction to the Switchmen's Union has no effect on the Brotherhood of Railroad Trainmen, any more than a resolution passed by any other

body, declaring that certain rights belonged to certain people, would have on us; but the Switchmen's Union started out early to see if something could not be done on the strength of this resolution, before its authority could be entirely understood.

The first effort was made at Galveston, Texas. The Brotherhood made a contract with the G. H. & H. R. R. Co., covering its yards at Galveston. The members of the Switchmen's Union, employed at that place, immediately left the service rather than work under a contract made by the Brotherhood of Railroad Trainmen. The Brotherhood did not hesitate to defend its contract. The Switchmen's Union thereupon took the matter to the Trades Council of Galveston, and leaning on the Federation resolution, had the Trades Council take up the yard trouble with Messrs. McDowell and Noble, who are the managing officers of the M. K. & T. and the I. & G. N., which two roads own and control the G. H. & H. yards.

The representatives of the Trades Council were the presidents of the Longshoremens' and Screwmen's Unions, who notified the railway officials that all Trainmen employed in the yards must leave the yard service and go into the train service. The Galveston Trades Council acted without authority except as it concerned its own local affairs. It had no business on earth with settling the question of who should work in the yards. The Brotherhood committees for the Santa Fe and the Southern Pacific signed up for the yards at Galveston, and the managements were immediately notified that if these contracts were not taken from the Trainmen and given to the Switchmen, the latter would strike.

The Brotherhood men naturally paid no attention to the action of the representatives of the Labor Council, and it then passed a resolution unseating the Trainmen's delegate to the Labor Council of Galveston. Its report was as follows:

"We, your committee, find the B. R. T. have violated the principles of unionism and the Brotherhood of Mankind, by taking the places of the striking switchmen, standing for justice and right, said B. R. T. ignoring the grants and laws of the

twenty-sixth Convention of the American Federation of Labor resolution—150—which gives the Switchmen's Union of North America the jurisdiction over the railroad yards of the country, and by so doing, the B. R. T. have made themselves a body antagonistic to an organization affiliated with the American Federation of Labor, and the Constitution of said American Federation of Labor, Article 12, Section 1, provides that no organization antagonistic to the American Federation of Labor shall have the right to a seat in its conventions, nor in any subordinate body of the same. We, therefore, recommend that the B. R. T. be denied a seat in the Galveston Labor Council, according to said law."

This was the situation at Galveston, at the time we write, and shows that the Switchmen's Union has started in on an effort to have the Trades Councils throughout the United States impressed with the belief that it is the duty of such Councils to declare against the Brotherhood of Railroad Trainmen.

We are perfectly satisfied that the President of the International Longshoremens' Union will not permit his locals to indulge in any performances that will interfere with the Brotherhood of Railroad Trainmen. The Switchmen made a great deal of talk about calling out the affiliated trades, particularly the Longshoremens, in a sympathetic strike, but we know that this is impossible, and we know that even if the Switchmen did persuade any body of employees to leave the service out of sympathy for the Switchmen, the Switchman could not reciprocate, according to their own laws.

It is another one of the many efforts to misrepresent and prejudice the general labor mind as to the exact relations of the Trainmen and the Switchmen. The Switchmen's Union came into being several years after the Brotherhood had taken up this yard work, and it would be a peculiar proposition, indeed, that would lead the Brotherhood to abandon its field of operations on the command of someone who had nothing to do with it until after it was well established.



The leaving of the service by members of the Switchmen's Union, who will not work under a Brotherhood contract, is an exhibition of "playing the baby." Suppose the members of the Brotherhood of Railroad Trainmen left the service on the Lackawanna System, because a few yards on that system are controlled by the Switchmen; or suppose our members on the Rock Island System left the service because the Switchmen signed up for their yards. Is it to be supposed that performances of this kind would be tolerated by any right-thinking set of men; and, yet, this is exactly the line of performance that the Switchmen's Union has followed at Galveston, Texas, and on it has expected to start its campaign against the Brotherhood of Railroad Trainmen, using as its

principal stock in trade Resolution No. 150.

We advise our members, everywhere, to pay no attention to any claims that the Switchmen's Union may set up as to its "legal" right. A minority seldom is permitted to make laws for a majority, and have the majority subscribe to them. We have all respect for the American Federation of Labor, and its affiliated bodies, and we have no desire to antagonize any of them, but we do not propose to allow the Brotherhood to be influenced in any wise, because the Switchmen's Union is affiliated with the American Federation of Labor, and has demanded that the Brotherhood of Railroad Trainmen turn over to it three times more members than it now has on its own rolls.

---

## The Brotherhood Fixed The Chicago Rate.

---

The Switchmen's Union *Journal* came along half a month late for December, and was loaded to the guards with the usual junk that it hands to its members instead of the truth. The S. U. has tried to make it appear that the Union fixed the rate and the B. R. T. followed. The Switchmen's Union, in Chicago, knows better, but it is a part of the plan to tell their members "what is being done somewhere else."

It is a good story to take to Texas just as it is a good story to bring to Pittsburg that, the S. U. settled in Kansas City, or to advise Kansas City that the S. U. had settled in Buffalo. One locality is played against the other by the S. U., although each locality knows that it has done nothing. Cleveland Switchmen were congratulated on receiving the 4 cents an hour increase. When the congratulations were being tendered, the Switchmen in Cleveland had not received the increase, and the road having the majority of the S. U. membership was then receiving protests from the S. U. against the Chicago rate. They preferred to work 12 hours for less money rather

than see the B. R. T. establish the rate. This is the Switchmen's Union idea of benefiting the men in the yards.

The Switchmen's Union had a committee in Chicago. It represented 700 men; it had one in Pittsburg that represented 286 men; it had one in St. Louis that represented 78 men, and it had one committeeman of whom we know who represented one man. Its Milwaukee committee in Chicago represented 15 men out of almost 500. This was the Switchmen's committee, and this is about what it represented. Less than one-fifth of the men employed was the best it could show anywhere and the majority of places it did not represent one-tenth of the men. It, however, did make a noise all the time. Its total membership of switchmen, crossing flagmen, yardmasters, and others who have been caught without their fingers crossed, was just 8,100 October 1st, 1906, according to their voting strength at the American Federation of Labor Convention at Minneapolis. Scatter this over the yards of the United States and Canada and there will be no trouble in arriving at their representative strength.

The Brotherhood has 87,000 members and 23,000 of them are switching. Now who, naturally, would secure increases in wages?

The Switchmen's Union laid down for one cent an hour at Buffalo, they grabbed at 3 cents an hour at Chicago, and the only reason they did not sign with the committee meeting them at Chicago, on Friday, November 9th, was that the General Managers had a meeting and they could not get to them. The B. R. T. refused to accept the proposition offered the S. U., and ratified by them at their meeting Thursday night, November 8th. Saturday, November 10th the B. R. T. committee did accept 4 cents an hour increase for all yards governed by the Chicago rate. The Switchmen's Union committee was called in from the yards where its members had returned to work and they accepted the rate fixed by the B. R. T.

The B. R. T. acceptance was for the territory affected by the Chicago rate; the Switchmen's Union committee accepted with this provision, "*Except for the territory east of Chicago, for which the railway officials are not authorized to sign.*" East of Chicago was not a consideration of the S. U. acceptance. They cut that out and the Brotherhood has had to fight it on every system where the wage rate has been up with the management.

We know the S. U. officers have gone over the country telling their members what the Switchmen's Union did. There were a few instances where the S. U. controlled a part of the yards on a system. In these instances the S. U. have what was secured, but in no case was the rate higher than the rate fixed by the Brotherhood committee.

In Chicago there was one committee of managers meeting with the Switchmen's committee and another committee meeting with the Trainmen, and this was continued until the Switchmen's Union agreed to 3 cents and arbitration. Then the Trainmen decided to force the issue and the rate was fixed.

We will give the Switchmen's Union due credit for giving its full assistance to keeping the men divided and assisting the managers to every advantage that would have been out of the question for them if there had not been the interference from the minority that allowed them certain advantages in making settlement. This minority never stood for more, it stood for anything offered.

The Switchmen's Union is not a labor organization. We judge it from its performances that were nothing other than "scabbing" in advance of an issue.

## Reform In Child Labor Laws.

The JOURNAL has all confidence in the force of public opinion when it is concentrated on any given question. It has every belief that no contemplated reform in conditions, that is dependent upon legislative performance for its accomplishment, will ever be successful so long as it is opposed by combinations of employers, unless it has the undivided support of the general public.

There is a reason easily found for this. The employing combinations work together for their own ends. They differ as to prices and methods of operation, but when it comes time to rally around the State House

to block legislation, or secure legislation, they are there undivided and unanimous.

When a labor organization wants something from the same source it generally starts out to get it with the assured opposition of the majority of the other organizations and the total indifference of the public. It fails because there is nothing emphatic behind its demands but organized disorder.

There is one great question, however, on which there promises to be practical unanimity of opinion and action, and that is on the regulation of the employment of children. There is a great hope for some-

thing progressive in this direction for every man and woman is interested, after all, in his, or her, own children. The great idea that takes hold on the average mind is, to keep others from taking advantage of opportunity regardless of the cost paid. They want all to be on an equal footing and in this proposition to protect the child from too early age employment and to protect him from being overworked there is some hope of general demand and performance.

Wage workers, too, have commenced to believe there is something in the "theory" that wages are never greater than living conditions as measured by certain standards, will provide. That is, if the wage worker can make sufficient to keep his family that his wages will hold to that figure; if the assistance of another member of the family is thrown to the support of the household, wages will eventually be lowered so that the combined wages will still be necessary to keep the family. When this is the condition the children and the women, are merely used to further the ends of the employer and their product is not given to the market at a lower cost to the individual consumer and purchaser.

Proof of this statement is at hand everywhere. Prices were never higher, cost of production was never lower. Men have commenced to see, that at best, there is only an established standard of living to be maintained whether one bread winner works for all or whether every member of the family works to provide it. Consequently the question of self-interest becomes a common one and there is some hope that the individual "hog" will stand aside for the general good and lend his assistance to the others who propose to work for the protection of the lives of the coming fathers and mothers of the Republic.

In this country there were one million, seven hundred thousand children at work in 1900, and it is safe to say that since that time five hundred thousand more have been put into the merciless grind that shatters and destroys coming manhood and womanhood and draws the age of usefulness at thirty-five years. In some parts of the country little children aged from nine years up, work from fifteen hours a day down,

for a cent an hour. Wages of children have not increased and wherever it was possible for the employer to force them down it has been done.

In private employment in the clothing and other trades, which means pure and simple sweat shop, we know there are little girls and boys working from the break of day far into the night for thirty and forty cents a week and they will fight like tigers to shield their employers from the application of the laws, for they "cannot afford to lose their wages." Think of it, you, and place your child in the same competitive class. Think of your son or daughter working thus, and then do what you can to stop the damnable practice of building the fortunes of the mercenary thieves who will profit on the lives of the unfortunates. Do not be satisfied by saying, it can never happen. It very easily can.

Do not forget, that this same system of robbing the child of his birthright of education and intelligent understanding, the right of physical and mental development, the future of your children not only as to earning capacity but as to government, are at stake. In the immediate future is the menace to your earning capacity. Now, do not be indifferent to this question. Stand between the children of this country and employing avarice; protect your child and the other man's child at the same time so there will be no advantage or disadvantage to either and demand wages of your own earning that will allow you to keep your family as well as it could be kept if all of your household were at work from the cradle to the grave.

You may not be able of yourself to overthrow the traditions of "equality and the right of freedom of contract," that mean nothing in fact to you, but you can be of the intelligent public that will force a demand for protective legislation through every state legislature in this country that will shield the children from the avarice of the employer and from such parents as are willing to live on the earnings of their children. When you restrict the right of the child to offer himself, or herself, on the altar of industry, you are protecting your position as a wage worker and a citizen.

## Hawley To The A. F. L.

Grand Master Hawley, of the Switchmen's Union, made a characteristic plea for his organization before the Convention of the American Federation of Labor. He went into that Convention with a resolution denouncing the B. R. T., and came out without it.

In defense of his resolution he covered considerable ground, but did it so badly that it was not regarded as a matter of much consequence. The affiliation of the Switchmen's Union was very early seen to be the stock in trade of the Switchmen. They haven't anything else left.

During the course of his speech to the Convention, Mr. Hawley made the usual statements we have so often quoted, but he added to his list of "contradictory statements" by declaring in effect that the Switchmen's Union made contracts with the reservation that they could break them to engage in sympathetic strikes.

Hawley, in his speech, started in with the Northwestern trouble, but did not tell the Federation that it was brought about because the old S. M. A. A. attempted to drive the B. R. T. from yard service. He did not tell them it was an organization fight and not a fight between an organization and the employer. He did not have to, for there were men there who knew more about it than Hawley did. Nor did he tell them he was a member of the B. R. T. several years after that occurrence.

He referred to other troubles in which the Switchmen struck and the Trainmen did not and, as usual, called the men "scabs" because they did not break their organization laws, or agreements, to follow off a minority on his say so. Then, to prove his statements, so far as the Switchmen are concerned, he is quoted as having said: "What kind of a labor organization is it that will make a contract allowing its members to 'scab' on the members of other organizations? There is not one contract in the United States that will imply protection to the extent of scabbing. They con-

strue a meeting of the officers with the officials as a contract, and lead the poor, unthinking dupes to believe they should protect that contract by scabbing."

We think that it was about this point in his balloon ascension that he broke his pick. There were representatives of labor organizations there who were making contracts before Hawley ever heard of one. He does not know to this day that a labor agreement is a question of honor between the representatives of the men and the employer, and his entire line of argument seems to be wrapped up in the contention that when a Switchman strikes every body else is bound to quit work along with him.

Hawley has never dared to take one complaint before the railroad organizations. He has taken all of his troubles to labor organizations that do not know the circumstances leading to his complaints. It is true he did get one O. R. C. man at Pittsburgh to join with him in his attacks on the B. R. T., but his organization very promptly repudiated his work and he has not been heard from since. He was not in railroad service. There were too many representatives of labor at the Convention who know the value of the wage agreement and who know the years it has taken to establish it, to even listen to a suggestion that it is made to be broken.

Hawley dare not go to a railway management and ask for an adjustment of wages and say that the Switchmen will break it at their pleasure to assist another organization on strike. He ought to get a line on his talks of some months ago and not forget that it has been asserted time and again that the Switchmen's Union did not engage in sympathetic strikes. We know they do not, and we also know they will anticipate a strike by assuring the officials of the threatened road that the Switchmen will not engage in a sympathetic strike.

But this is the way of doing business that has carried the Switchmen along thus far. They demand the right to organize the

yards and complain because the Brotherhood will not quit at their demand and turn over 23,000 men to their 8,100 and say in effect, "We submit to your demand and turn ourselves over to you, sacrificing everything we have gained in the past, our insurance, our wages and our manhood to keep you from crying." Not on your life.

We quote the speech in its entirety. It will be noted there are the usual statements without giving the reasons for the different affairs.

In discussing the motion to adopt the report of the Committee on Organization on Resolution No. 150, Delegate Hawley said:

Mr. Chairman—In order to put our case clearly before you, I shall have to go back some years. The first movement in connection with the Brotherhood of Railway Trainmen occurred in 1891, on the Chicago & Northwestern Railroad, where a conspiracy was formed between the officials of that organization and the officers of the company by which several hundred switchmen were locked out and their places taken by members of the Brotherhood. In 1894 the Brotherhood of Railway Trainmen stood by the company, and in exchange for doing so they have received many courtesies. In 1901, when the Switchmen's Union of North America struck, the leaders of the Brotherhood of Railway Trainmen deliberately compelled their men to scab on us, because they claimed they were keeping a contract. What kind of a labor organization is it that will make a contract allowing its members to scab on the members of other organizations? There is not one contract in the United States made between the railway organizations and the railroad companies that will imply protection to the extent of scabbing. They construe a meeting of the officers with the officials as a contract, and lead the poor, unthinking dupes to believe they should protect that contract by scabbing.

Mr. Chairman, I am just as anxious for the good will of our employers as any leader in the United States, but I hope God will paralyze my tongue before I ask them for courtesies in exchange for the honor of our members. The honor of our members is first all the time, and should be with all

organizations. Down on the Monongahela Connecting Railroad last February, where the Switchmen's Union of North America had 87 members out of 125 and the Trainmen had 12, we were obliged to strike. Four of the Brotherhood members joined with us, and no censure was placed upon the others who remained at work. Men came from Cleveland to fill our places, and they were furnished with transportation from the officers of the Brotherhood of Trainmen. Those men are still at work and our men are out.

Down at Galveston, Texas, a couple of weeks ago, where we had 95 per cent of our men employed, the Brotherhood of Railway Trainmen made a contract and promised to protect the yards if the switchmen would strike. I advised our men to strike, and they did, and their places were filled by members of the Brotherhood of Railway Trainmen. All honor to the members of the American Federation of Labor in that locality, through whose influence the contract was canceled and the positions given to the members of the Switchmen's Union.

Supposing the Monongahela Connecting Railroad Company had decided to fight the Switchmen's Union, and the Brotherhood of Railway Trainmen had remained neutral, what would have happened? They would have been obliged to go to strike-breaking companies for help; they would have to pay men furnished by such companies five dollars a day—for you know the scabs demand that—and they would have had to pay the companies a bonus for furnishing them; then they would have to board the scabs and pay for police protection. But since they have an agreement with the Brotherhood of Railway Trainmen they do not have to pay the bonus; they do not have to pay the five dollars a day to the members of the Brotherhood of Railway Trainmen who are scabbing; they do not have to board them, because they can board at home or with their fellow members, and they do not have to pay for police protection, because the Switchmen are law-abiding men.

That is just the position in which we are placed, and it is all because of a question of authority or supremacy on the part of the Trainmen. We want to organize the

yardmen and they want to annihilate the Switchmen's Union of North America. They realize that the strength of an organization depends upon its power to threaten or to strike. They know the yardmen are the most important part of the force and they want to control them. We are two separate and distinct organizations. There is not an employment on earth as dangerous as the yard service. Seventy-eight per cent of our men are killed. The average life of a switchman, notwithstanding the safety devices, is a little less than eight years. I have been twenty-two years in the business myself. Now the Brotherhood of Railway Trainmen are trying to annihilate us.

On the 25th day of last September we made a demand for an increase in wages all over the United States. On the 25th day of October, in compliance with our agreements, our committees met the officials and discussed the situation. We decided to strike on the seventh day of November at six o'clock. The Brotherhood switch-

men made believe they were going to strike, and accepted what we received, which was four cents an hour for every switchman in the United States. All we ask is the right to organize the switchmen; all they want is to annihilate us.

We will make but one reference to this "explosion" and that is merely to quote from the Switchmen's *Journal* for June, 1906. It said of the Mon Con: "There were 135 men employed on the system, as switchmen, 89 of whom were members of the S. U.; 34 non-members, and 12 members of the B. of R. T." Mr. Hawley's statement differs somewhat, and he failed to mention that the 89 members of his organization did not go out on strike, in fact only a comparatively small number of them did and, furthermore, we have in this office the personal signatures of 76 employes of the Mon Con, saying that they were never consulted concerning a strike, which shows pretty conclusively that a majority of the men employed knew nothing of the strike until they were notified it was on.

## Something More On The Chicago Settlement.

The Switchmen's Union has advised everybody that it made the Chicago rate. As has been stated before, there was one committee from the General Managers, meeting with the Switchmen's Union, and another committee meeting with the Trainmen.

The committee meeting with the Switchmen offered them three cents an hour, and the difference in the rate asked for, to be submitted by arbitration. This was accepted by the Switchmen's Union, subject to a ratification by some of its lodges. The Chicago lodges ratified the proposition at a mass meeting held on November 8th, and it was practically accepted by them.

The following statement was given to the press by the representative of the Managers, meeting with the Switchmen's Union, and it is, therefore, authentic and states plainly what the Switchmen's Union had agreed to accept. Following is the press

statement sent out by Mr. Slason Thompson, of the Railway News Bureau:

All that stands between the railways and a definite settlement with their yardmen is the refusal of Grand Chief Morrissey, of the Brotherhood of Railroad Trainmen, to accept a ten per cent advance and arbitration as to whether it should be more.

It is apparent that Mr. Morrissey in this stand is actuated solely by the desire to gain a strategic and personal victory over the Switchmen's Union of North America. Throughout the negotiations he has declined to agree to any definite proposition, holding back to see what terms Chief Hawley, of the Switchmen's Union, would accept.

When the railways changed their alternative proposition of a 10 per cent advance or arbitration to a positive advance of three cents an hour with arbitration as to any further advance, and Chief Hawley had been notified to agree to it, Mr. Morrissey,

late Thursday night, announced that such terms were not satisfactory to him, and that his men were determined to insist on their first demands.

As these demands have already been rejected and the railways have already offered to submit the wage question to arbitration, Mr. Morrissey is placed in the position of precipitating a strike rather than arbitrate, and this merely to out-manuever a rival union of railway employees.

It is scarcely conceivable that a great industrial struggle may be forced to further such selfish ends—especially as arbitration is proffered to Mr. Morrissey with or without a present advance of three cents an hour to the men he represents."

We wish to assure the readers of the JOURNAL that the statement concerning Grand Master Morrissey is incorrect. So far as the Switchmen's Union was concerned, it was not a consideration on the part of Brother Morrissey during the settlement of the wage question. The entire propo-

sition was to make the best settlement possible for the members of the Brotherhood of Railway Trainmen, and whatever the Switchmen might have done was a matter of absolute indifference to the Brotherhood of Railroad Trainmen. The Committee of the General Managers' Association, which dealt with the B. of R. T. Committee, were assured by Grand Master Morrissey before the conference had begun that the B. of R. T. sought no organization advantage, and that if a proposition were made they felt was fair to the men involved, they would accept it and settle. On the other hand they would not be bound by any settlement made by the Switchmen's Union.

The Switchmen in Chicago know that they accepted the three cent rate, and they also know that they offered applications for membership in the Switchmen's Union to members of the Brotherhood of Railroad Trainmen, and stated at the time that, "we have settled for three cents," and were very promptly advised by our members that "we have not."

---

## The Average Citizen.

---

He never registers at all;  
 He has no time to hear the call  
 Of public duty in his ear:  
 His private work takes all his care.  
 He does not like to mingle in  
 The primary's rule push and din,  
 Nor take the trouble that it means  
 To circumvent the "boss" machines.  
 He has no graft to gain, and thus  
 He saves himself a lot of fuss.  
 But when things wrong and crooked go  
 He's first to say: "I told you so."

He does not mix in politics.  
 He thinks it just a lot of tricks;  
 He leaves it to the men who made  
 Its management a paying trade.  
 And will not go outside his door  
 To look the situation o'er.  
 He knows naught of the candidate,

Nor of the issues he doth make;  
 He knows that on election day,  
 If busy, from the polls he'll stay.  
 Yet when bad men are voted in,  
 And trickery and corruption win,  
 And good men, voted out, must go,  
 He's first to say: "I told you so!"

When bosses' henchmen take their seat,  
 And in lawmaking halls they meet,  
 And disregard the public need  
 In clever loot and graft and greed,  
 Spend public funds for private waste,  
 Laugh when with public anger faced:  
 When business feels the burdens high  
 Piled by misrule on industry;  
 When public work is but half done,  
 And public funds to riot run;  
 When all the ruin seems to go,  
 He's first to cry: "I told you so!"

—Baltimore American.

# NOTES

HAPPY New Year, everybody.

\* \* \*

We've tried our best to please our S. U. brother over at Buffalo, but he keeps on crying.

\* \* \*

LOST.—Brother George Hanselman, No. 349, receipts and cards from Lodges Nos. 601, 288 and 349.

\* \* \*

WANTED.—O. E. Coffin, last place worked was Las Vegas, N. M. Write me, Geo. W. Read, 527 W. 8th St., Pueblo, Colo.

\* \* \*

SAY, brothers, what is the matter with making "OUR" division a solid B. R. T. division before the Atlanta convention? It can be done if you will help.

\* \* \*

ALFRED L. NEDAU.—A railroad brakeman, last heard from at Waseca, Minn., October, 1904. Communicate with Mrs. Arilla Nedau, 1203 Barr street, Fort Wayne, Ind.

\* \* \*

WANTED.—The address of Bro. E. M. Miller. Last heard from was a member of No. 399, and working at Oakland, Cal. Address, D. H. Grubb, 2830 Benard St., St. Louis, Mo.

\* \* \*

WANTED.—Whereabouts of Anthony Garvey of Lodge No. 36. Any information in regard to him will be gratefully received by his sister, Kate Garvey, 208 Henry St., Binghamton, N. Y.

\* \* \*

How did your wife like that Queen you gave her for Christmas? The one you earned by subscription work. The boy and the girl will have a birthday one of these days; we have watches for birthdays.

\* \* \*

WANTED.—Whereabouts of Bro. John Dorrell. Last heard of in St. James, Minnesota. And of Bro. John Lemwel. Last heard of in Alton, Ill. Address O. S. Greer, 1629 New Braunfels Ave., San Antonio, Texas.

\* \* \*

WANTED.—Tom Clarey, of Lodge No. 96. Last heard from working for C. & G. W. Ry. Company as brakeman, between Chicago and Dubuque, in May, 1906. His mother is sick. Please write John Clarey, Eagle Grove, Iowa.

\* \* \*

WANTED.—The whereabouts of James D. Dunphy, formerly of Columbia, S. C., last heard from was in Little Rock, Ark. Address Mrs. James D. Dunphy, 48 S. French Broad avenue, Asheville, N. C.

If only some of the distinguished rich would encourage the practice of preventing misery there would not be the need for so much charity at stated periods. The majority of the givers are only attempting to soften harsh conditions they have themselves created.

\* \* \*

We receive so many complaints about non-attendance that it is discouraging, for every organization to succeed must have a majority of its members at work for the good of the cause. Take this to yourself, Mr. Reader, and get down to lodge next time and help out.

\* \* \*

Brother Fuller at Washington, D. C.

Brother H. R. Fuller has again been appointed to represent the B. L. E., the B. L. F., the O. R. C. and the B. R. T. at Washington during the present session of Congress. His address will be 216 New Jersey avenue, Washington, D. C.

\* \* \*

WANTED.—To know the whereabouts of Brother W. S. Lowell, a member of Jersey City Lodge No. 119. Last heard of him June 25, 1906; was then at a railroad camp at Virginia, Minn. Any information of him will be thankfully received by W. J. Sheehan, 203 Lavonia avenue, Jersey City, N. J., financier Lodge No. 119.

\* \* \*

HALIFAX, N. S.—Lodge No. 350 has started off the New Year with a good set of officers and all meetings are well attended. The brothers take a great interest in everything that is doing and we get every man as soon as he is eligible. Before the end of this year we expect to have a solid Brotherhood yard at Halifax, which is the winter port for this end of the Inter Colonial. Visiting brothers are welcome, and the glad hand is always extended.

J. A. SIMMONS,  
Journal Agent, 350.

\* \* \*

INDIANAPOLIS, IND.—No. 374 is doing nicely. We now have a membership of 300 and the only complaint we have is poor attendance. For some reason or another some brothers forget to come to lodge. Now, brothers, let us get together and see what we can do in 1907. Let each promise himself that he will attend at least once a month and that he will use his best endeavor to bring in at least one new member during the year. Let us all put our shoulders to the wheel and do our part to reach that coveted goal, the 100,000 mark.  
J. R. CARR, Lodge No. 374.



BOSTON, MASS.—Lodge No. 486 has passed through a critical period but her members are now satisfied that everything that was done was for the best interests of themselves and their Organization.

Our members ought to talk B. of R. T. all the time, and they can do no greater act of kindness to their friends who are not with us than to hand them an application and ask them to join with us.

We need new members of the right kind and we hope that every man will get to work as he ought and do everything he can to have them all with us.

• J. J. FITZPATRICK, No. 486.

\* \* \*

### PAY NO ATTENTION TO ADVERTISING CIRCULARS.

We know there are a number of dealers who have secured the Directory of this Organization and are sending advertising circulars to the officers. We also believe that in some instances the names and addresses of the members have been secured through some manner and the advertising circulars are sent out. We ask every reader of the JOURNAL not to pay the least attention to such advertising matter. The sender, as a rule, is using this method to dodge carrying advertising with us, and we hope that in every purchase our readers will bear in mind that the man, or firm, that advertises with us deserves our patronage. Take his goods and do not take substitutes.

\* \* \*

PANAMA.—There are many members of the B. of R. T. located here and we think we ought to have a lodge. There is an organization that includes all employees at work here but we would prefer to have the B. of R. T. Times are very busy, the climate is not as bad as it is sometimes made out to be, the living conditions are fair, but could be better. I would not warn any one to keep away from here but, conditions could be better. The Canal has been discussed by the press, but I feel that the most of what has been said is for political effect. This canal will be built by America. From a strategical view point it is more important to us than an army. It is to be regretted that a citizen of the United States will condemn this great engineering proposition, for I feel that every American ought to help it along.

R. P. MORGAN, No. 163.

\* \* \*

PRESNICO, WIS.—I think that as champion of the "seventh day rest" and no "Sunday trains" our friend "Doctor" Bond in his statement in last month's JOURNAL loses all force of any argument he may produce, when he says that Sunday is no more sacred than Monday. It is also very shallow, and does not consistently hold, where in the next sentence he says, "Why don't the churches and their adherents take hold of a question like this?"

The idea of a man with no respect of Sunday, only as a day of rest, a day that is to him no more sacred than any other day, asking the

churches to help him to obtain his rest. Such talk as this will never help his cause. I think all who were delegates to Buffalo can appreciate the humper contained in his article.

S. C. HUNTINGTON, Lodge No. 723.

\* \* \*

### LOST!

If any articles mentioned are recovered please forward to Financier of lodge mentioned.

Brother Terrance W. Savage, Lodge No. 298, receipts from September, 1906, to September, 1907, B. R. T., I. O. O. F., M. W. A., A. O. U. W., suit case, \$450.00 and gold watch and chain. Watch 23 jewel, dial showing three times, eastern, central and mountain, two sets of hands and name engraved on inside of case and B. R. T. on outside.

Brother Thomas G. Cook, Lodge No. 23, B. R. T. receipts from Oct., 1902, to Nov., 1906, watch, open face, size 13, John Hancock No. 1437402 gold filled case, No. 7462826, Hampden Watch Co.

Brother H. W. Ballou, Lodge No. 104, B. R. T. receipts Dec. 1st, 1906, traveling cards for 1901 to 1905, inclusive, and \$5.00, papers, etc.

Brother W. B. Weigel, Lodge No. 7, B. R. T. receipts from Dec., 1904, to Feb., 1907, inclusive.

Brother C. J. Lampp, Lodge No. 49, receipt for December, 1906, and meal ticket on Cosmopolitan Hotel, Texarkana, Tex.

\* \* \*

PERRY, IOWA.—Lodge No. 86, B. of R. T. is on the boom. December 3rd, '06, we had a good meeting, nearly one-half our membership being present and we elected our officers for 1907, and we have the very best indications of a number of good meetings this winter. Our switchmen here get \$3.63 and \$3.85 for a night's work, where a few years ago they got \$2.11, and there is no credit due the Snakes either. We have no S. U. here, nor even an S. U. boomer hits town, although we have as many empty box cars as any other line. We have initiated several good men into No. 86 recently and while our membership does not reach the 100 mark, we are going to make No. 86 equal to any small lodge.

One thing we have to be proud of here is we have a good many conductors in our ranks and I sincerely hope they will stay with us. They have made No. 86 what it is, when they built its foundation years ago before some of us new arrivals knew what a box car was, and if we can keep them with us we can rest assured of No. 86's success.

T. H.

\* \* \*

CHICKASHA, IND. TY.—The B. of R. T. lodges and auxiliaries to the same are here as well as cotton and wheat. Now, as for Chickasha, if we have only fourteen members, we are workers, and hope to be twice that many. The boys are organizing a B. of R. T. lodge here and we are in hopes it will help Katie Osborn Lodge No. 288, as we expect to help them.

No. 288 gave a Thanksgiving social in our hall Thanksgiving eve, with a swell supper and an interesting program, consisting of all "Preferred

Trains of the Rock Island on the Division Coming in on Time," which was greatly applauded by those present. Owing to inclemency of the weather the crowd was small, about one hundred and fifty present, although we cleared \$52.80. Now we think as well as the public does, it was a success both socially and financially. And by it we hope to gain new members, and we are in hopes the boys' charter will get here soon, as so many new members are going to line up in the Trainmen then, and then we can line up the wives, mothers and daughters before the first of the year. Hoping and wishing all B. of R. T. lodges and B. of R. T. auxiliaries the best of success, I remain yours, in S. L.,

MAMIE VAUGHN.

\* \* \*

### THE TIME HOG.

In the wage adjustments that have been made, and now going on, the majority of the men have had to contend with the "time hog" along with the managements. In one instance, we have in mind, the rate was raised 5 and 7 cents an hour and the time changed from twelve to ten hours a day. The yard foreman had always had the best of it and after the adjustment made himself believe he had his pay reduced. His working hours were reduced and if he worked twelve hours at the new rate with the ten per cent increase offered his wages would be \$3.96. Under the new rate he will receive \$4.20 for twelve hours, or 24 cents more than he would have received under the old rate. He protested against accepting the new rate because "his pay was reduced." The whole trouble was that the differential between the brakeman and the conductor was reduced from 96 cents a day to 50 cents a day and it hurt. But the contention was raised that "the men were anxious to work the 12 hour day at the old rate of 20 cents per hour rather than work ten hours a day at 35 cents per hour. This is what the "time hog" means to the rest of the men.

\* \* \*

### THE IDEAL CHURCH.

BY THE REV. CHARLES STELZLE.

Here is a message which has just gone out from our office to our eight thousand ministers. It presents a motto and an ideal:

"A Church big enough to overspread a big land; broad enough in its sympathies to appeal to and be appealed to by all classes of society; eager enough to carry the message of a saving gospel that all our polyglot people shall hear and understand; homely enough to make itself at home among the lowliest; confident enough of the dignity of its mission to press its claims upon the loftiest; sure enough of its truth to commend the wisdom of God's salvation to the wise; simple enough in its interpretation of the truth that the simplest-minded may not fail of comprehending; hopeful enough of its triumph to be the worthy minister of a God who would have all men saved; sagacious enough to adjust itself to its delicate task; human enough to be all things to all men

and touch the common human chord; divine enough to hallow human life at every turn of its ministry. Pray and work and preach for such a Church."

I believe that the workingmen of the country would say—"God speed you," to the ministers who sincerely worked for such an ideal, and they would say "Amen" to every prayer that petitions for such a Church.

\* \* \*

### SAFETY APPLIANCE LAW DECISION.

United States District Judge McPherson has just rendered an important decision at Des Moines, Ia.

The principal point decided is that due diligence in the inspection and repair of equipment will not avail as a defense to an action for the recovery of the penalty under this law. The contention that a carrier must have knowledge of defects in a car to be guilty of violating the law is no longer tenable. The same rule applies as in the question of intent under the revenue laws and of good faith in the handling of adulterated goods.

Another important point is that it is a violation of law to haul a car not equipped with couplers, as prescribed by the statute, for any distance, no matter how short. When a car is wrecked in transit or has its couplers pulled out, it cannot be chained up and moved in that condition without violating the law. It must be repaired on the spot, or if it becomes necessary to move it a long distance to a repair point, it must be loaded on a flat car in order that such movement may be made. It is also held that the couplers on a car must be in perfect working condition in and of themselves, and a showing that the uncoupling could be done by using the lever on the opposite side of the train without the necessity of a man going between the cars will not avail as a defense. The constitutionality of the amended act of 1903, which makes the law apply to all equipment of a carrier engaged in interstate commerce, is also upheld.

\* \* \*

### NOW OR NEVER.

No 517 starts off another year, and the general opinion of the members is that the officers for 1907 can't be surpassed. Each officer elected promised to perform his duties to the best of his ability, and together with the interest shown and the support of the members, there is no reason why they should not make a grand success. Our lodge in the past and at the present time is making great strides to the front with a membership of which every brother should feel proud, and I can assure you that none need ever feel ashamed. Of course there is opportunity for improvement, and with the right men in the right place, we expect to make new records in the future. Like other roads of our size, we have a few *dead ones*, who are making great mistakes, and who don't care to give us their support, but it is very noticeable that they are always around, eager to share our benefits whenever there is any doing. Our road is now managed by a high class

of officials who advocate a square deal and who handle our business with courtesy and respect. They command the respect and good will of all. Business in general is very good; all of our regulars are working over-time with the exception of a few summer make-ups, whose familiar faces have disappeared with the chilly weather, but the good material will no doubt return with the coming spring time. Wishing a bright, happy and prosperous New Year to all our members, I am,  
JOURNAL AGENT.

\* \* \*

We suggest that the members of this Brotherhood settle down for a good hard "think" over the responsibilities of the wage agreement as it applies to them. The work of an organization distinguishes it for all time. The Brotherhood has made a reputation for being honest in its work. It has undertaken to bargain for the work of its members, and whatever has been done by its committees is binding on the men until it is properly abrogated. We know that what we have done in complying with our own laws has caused considerable mean talk, but there is not one man who has indulged himself in expression against the B. R. T. who would dare to go to an employer and, in seeking a wage agreement, declare that he would do otherwise.

There is a lot of hot air goes up the chimney on occasion that "does not go by way of the transom to the manager's office." "We will not strike if the Trainmen do" sounds different in the manager's office to a declaration before a labor convention to the effect "that no contract is binding on the men."

Suppose the Engineers, Firemen or Conductors had trouble with an organization on their road, would you expect them to run up town and ask the Typographical Union to settle it for them? No, indeed, but their troubles would be taken to organizations that understand the situation. The Switchmen haven't dared to take a single complaint to a railway organization, but to the contrary, the Switchmen's *Journal* has expressed itself as believing all of them unfit to consider the grievances of the Switchmen. It seems rather peculiar that all the merit and goodness of the railway service is wrapped up in the 8,100 members of the S. U., but so the S. U. *Pink Sister* will have it.

\* \* \*

#### LAWFUL CONSPIRACY.

Judge A. L. Sanborn of the United States District Court, Iowa, has decided that men have a right to strike for any cause or no cause and even an agreement to strike that may mean legal damage to the employer is not unlawful if formed to better labor conditions, according to the decision handed down in the case of the Allis-Chalmers Company against the Iron Moulders Union of Milwaukee.

We believe this is the first decision wherein a "conspiracy" under these conditions has received the sanction of the courts. The right to strike has been established time and again, but never to

the extent the recent decision appears to have gone.

While this decision looks to be fair and proper it is a departure from the custom of granting an injunction and afterward declaring that the strike is wholly within the limits of the law. It has been a growing habit for employers to ask for damages incurred in a strike and some of the courts have shown a disposition to follow the Taff-Vale decision and assess unions for such claims set up by employers.

It has always been a peculiar proposition that the courts could compel men to work, but could not compel the employer to retain them in his service unless he wanted to do so. It is one of those one-sided propositions that have brought the courts into disfavor with the people and has contributed greatly to the belief that the administration of justice is merely a perfunctory matter, able to maintain its decrees because the people fear rather than respect the laws as set forth by the courts.

The decision of Judge Sanborn is out of the ordinary and more in line with what we believe to be fair. The employer seeks damages because his men leave him; the men would not dream of asking damages if the same employer locked them out. This decision places both on the same platform.

This decision does not in any way interfere with the right of any other court to decide exactly to the contrary. The laws are not uniform and there is no concert of opinion in court decisions under the same laws.

\* \* \*

NEWARK LODGE No. 219.—The old year has been a profitable one to us in many ways. We have increased our membership and have lost very few members, and our treasury is on a good financial basis. We have a good set of officers and the lodge is run in a business-like manner, and we can enter upon the new year feeling well satisfied with what we have accomplished. It only requires concerted and persistent action on the part of officers and members of a lodge to produce results. Ours is a noble order and we must all work for its welfare and keep it up to its high standing. By the time our next JOURNAL appears almost every railroad company will have made material advance in wages to its employees, and in some cases a reduction of hours of work. In some cases the advance in wages was made voluntarily by the companies—in other cases the men had to ask for it, and almost fight for it. The latter is to be deplored. It seems strange that in this age of progressiveness and prosperity that any body of men should have to ask for living wages and shorter hours of labor. There is no body of men who need short hours more than our railroad men. To successfully operate a train a man must be possessed of all his five senses, but he cannot be thus equipped if he is worn out by long hours of labor, and the sooner railroad companies begin to realize this fact the better it will be for them. While some companies are looking to the comfort and physical well-being of their

employees by making conditions better, not all are doing so, but they should. The Philadelphia & Reading Co. has refused to recognize the Brotherhoods, and there is likely to be trouble, and on the other hand the Pennsylvania Railroad Co. is making great changes at Pittsburg to give their men a comfortable place to rest in after their day's work. There should be no such differences. If one company can do business on an eight hour basis, there is no reason why all cannot do the same. It is the same in any line of business. The era of a shorter workday is upon us. It has started and it will grow. It can not be stopped, nor will it be stopped until every man who works for his living will have eight hours to work, eight hours to sleep, eight hours to do as he likes, and more than this, all overtime will be given to extra men. That is what the printers are going to do. They will allow no man to work more than 48 hours for a week, and this is what everybody wants, especially the railroad men. I am well aware that there are some railroad men who will take exceptions to my words here—I refer to those who are always looking for overtime. They are to be found on every railroad, but I do not care. I would like to convert them to see the error of their way. When I was in railroad service I at times looked for it, but, boys, it does not pay in the end—physically or financially, and I want to live to see the day when the hours of labor for all railroad men will be not more than eight, for they are too valuable a class of men to wear themselves out by long hours. But, all this will develop in due time. Conditions have changed greatly, and by the natural order of affairs they will change for the future to more desirable ends.

JOURNAL AGENT, No. 219.

\* \* \*

## Business Subscribers Received For December

Under this head the JOURNAL will print once the name, business and business address of each business firm, or, of each person in business for himself, or, representing a business firm as its agent who subscribes for one year. The idea is to inform our readers who among their businessmen have subscribed and to recommend to them the fairness of giving their patronage to those who have patronized the JOURNAL.

### TEXAS.

Received from J. J. Johnson, Lodge No. 416:

### MEXIA.

Hodges & Smith, Groceries.  
Jackson Bros., Hardware.  
Mexia Drug Co., Drugs.  
Mecca Cafe Co., Cafe.  
J. F. Houx, Manager N. Y. Bargain House.  
W. H. Hartley, Barber.  
R. A. Parker, Secretary and Treasurer Munger Oil and Cotton Co.  
J. A. Sparks, Restaurant.  
W. H. Teague, Liquor Dealer.  
H. M. Johnson, Wholesale Grocer.  
J. M. Tidwell, Barber.  
W. J. Hancock, Constable.

W. H. Lewis, City Marshal.  
D. H. Butler, Agent Waters-Pierce Oil Co.  
H. T. McCorkle, Groceries.  
Dr. Z. T. Goolsby, Physician and Surgeon.  
Gantz & McDonald, Meat Market.  
R. J. Ellington, Real Estate.  
Rueben Long, Undertaker.  
Stephens & Colwell, Livery, Feed and Sale Stables.

Carey May, Laundry Agent.  
W. E. Roberts, Groceries.  
Roy Glover, Broker.  
Dr. J. L. Metcalf, Dentist.  
Wood & Glover, Gents' Furnishings.

### TEAGUE.

R. R. Cundiff, Druggist.  
J. W. Rhea, Confectioner.  
L. D. Sanders, Barber.  
King Brothers, General Merchandise.  
J. C. Dunn, Meat Market.  
King & West, Confectioners.  
Morris & Williams, Cafe.  
Allen Starr, Barber.  
Parker & Blackmon, Hardware.  
H. J. Sterling, Livery and Feed Stable.  
E. B. St. Clair, Cashier First National Bank.  
E. V. Headlee, Physician and Surgeon.  
Hendrix & Webb, General Merchandise.  
J. W. Sims, Dry Goods.  
W. R. T. Drumwright, Furniture and General supplies.

A. S. Hendrix & Son, Meat Market.

### COOLEIDGE.

D. A. Kerzee, Munger Cotton Gin.  
J. R. Necce, Jr., J. R. Necce Lumber Co.

### MUNGER.

B. F. Hancock, Manager, Gin.  
BARELA.

C. R. Lofland, Farmer.

### DATURA.

Bennett & Iley, General Merchandise.

### HILLSBORO.

McDonald Bros., Barbers.  
Hunter's Restaurant, Restaurant.  
Hillsboro Sanitarium.  
G. T. McSpadden, Waters-Pierce Oil Co.  
J. M. Brown, Pool Hall.

### PERSONVILLE.

W. A. Davis, Manager Railway Construction.  
GROESBECK.

J. E. Gresham, Sheriff.

### NEWARK, OHIO.

Received from C. H. Gaither, Lodge No. 169:  
Larus & Altheimer Co., Ed Snyder, Manager, 40 N. 3d street.  
Newark Steam Dye Works, T. S. Briggie Manager, 111 W. Main.  
C. Ankele, Barber Shop, Cigars and Tobacco.  
C. H. Stimson, Physician, 36 N. 2nd street.  
Besanceney & Henneberg, Furniture, Carpets and Stoves, 16 N. 2nd street.

### RONCEVERTE, W. VA.

Received from C. H. Lowe, Lodge No. 672:  
W. J. S. McClasky, The Tobacconist.  
Albert Slaughter, Barber Shop and Bath.  
Cease & Hutchison, Piedmont Restaurant.  
Folden Bros., General Merchandise.

Ronceverte Racket Store, E. G. White, Prop.  
 P. A. George & Co., Druggists.  
 J. H. Fry & Son, Jewelers.  
 Levy Bros., Ladies' and Gent's Outfitters.  
 A. M. Hubbard, Groceries.  
 Jackson, Cackley & Co., General Merchants.  
 James D. Link & Co., Ladies' and Gentlemen's Wear.

#### RHINELANDER, WIS.

Received from Sam Swartz, Lodge No. 103.  
 F. W. Krueger, Soo Barber Shop, 136 Thayer.  
 F. J. Koepke, Soo Restaurant, 220 Thayer.  
 H. N. Buck Clothing House, Devenport Street.  
 Chas. Fredrickson, The City Clothing Store, 24 Brown.

#### JACKSON, MICH.

Received from L. W. Swick Lodge No. 121.  
 Gallup & Lewis, Furniture, South Mechanic Street.  
 H. M. Eaton, Manager Gas Co., 601 W. Franklin.  
 M. F. Conway, Druggist, 933 E. Main.  
 I. R. Wilson, Grocer, 424 E. Main.  
 J. P. Bycraft, Jackson Junction Lunch Room.  
 J. D. Farrell, Panama Hotel, 927 Page Avenue.

#### WHEELING, W. VA.

Received from S. P. Kendrick, Lodge No. 179:  
 House & Herman, Furniture, 128 Market.  
 Gailey Mitchell, Livery and Feed Stable, 45 20th street.

Harkins & Pfaffenbach, Tailors, 2163 Main.  
 Herman Zwicker, The Bowery, 20 16th street.

#### PITTSBURG, PA.

Dr. B. B. Wood, 2118 5th avenue.  
 McKEES ROCKS, PA.  
 Received from Jas. Nicodemus, Lodge No. 321:  
 Henry Mellinkoff, Tailor, 617 Chartiers avenue.  
 Chas. Eberlein, Fresh Meats, 741 Boquet.  
 A. L. Hamal, Fresh and Smoked Meats, 803 O'Donovan.

Dr. G. S. Bubbs, Examiner for Lodge No. 321, 817 Island avenue.

H. C. Leonhart, Barber, 800 Island avenue.  
 Hotel Weaver, 616 Island avenue.

#### SHERIDANVILLE.

James McHendry, Gents' Furnishings, Chartiers avenue.

Jno. Walter, Barber, corner Harwood and Chartiers.

First National Bank of Sheridan, Harwood st.  
 Sheridan Dairy Co., Harwood street.

#### CHAMA, N. M.

Received from P. D. Borden, Lodge No. 401:  
 T. D. Burns & Son, General Merchandise.

#### PENNSYLVANIA.

Received from W. B. Neff, Lodge No. 117:

#### DRUMORE.

Howard Frylye, Hotel.

#### COLUMBIA.

Chas. Wiser, Butcher.

#### LANCASTER.

Geo. Hofmcier, Furniture Dealer.

#### FAIRBURY, NEB.

Received from J. P. McGillicuddy, Lodge No. 400:

O. E. Chambers, Restaurant.

#### TEXAS.

Received from R. B. Jones, Lodge No. 399:

#### SKIDMORE.

Nations & Clare, Railroad Hotel.  
 Louis Walter, Cashier First State Bank.

#### ALICE.

Chas. Dubose, Broker.  
 H. G. Luckins, Lumber Dealer.

#### KENEDY.

P. R. Goff, Railroad Hotel.

#### SEGUN.

J. B. Dilrell, Attorney.

#### POTTSTOWN, PA.

Received from Samuel C. Forges, Lodge No. 665:

W. C. Bechtel, Shoes and Footwear, 152 Hige.  
 Silknitter, The Grocer, 419 Beech.

#### HUTCHINSON, KANSAS.

Received from T. C. McLaughlin, Lodge No. 217:

J. H. Hadsall, Fresh and Cured Meats, 100 N. Main.

#### PARIS, TEXAS.

Received from Geo. W. Botts, Lodge No. 513:  
 B. F. Ledger, Confectionery, 105½ S. Square.

#### EXETER, MO.

Jno. Bridgeman, Produce Dealer.

#### MONETT, MO.

J. F. Campbell, Restaurant.  
 Campbell & McDonell, Restaurant and Confectionery.

O. P. Shafer, Real Estate and Loans.

Logan D. McKee, Druggist.

#### FORT SMITH, ARK.

Klein & Fink, Jewelry and Watch Inspectors, 701 Garrison avenue.

G. H. Miller, Barber Shop, 507 Garrison avenue.

#### TEXAS.

Received from L. P. Maynard, Lodge No. 368:

#### HEARNE.

J. J. Hall, Hearne Democrat.

#### PALESTINE.

Grand Leader, Dry Goods, etc.

#### READING, PA.

Received from W. H. Gibson, No. 173:  
 L. L. Levi, Gents' Furnisher, 652 Penr.

#### COLFAX, CAL.

Received from J. A. Norman, No. 743:

R. A. Peers, Physician.

#### SPARTANBURG, S. C.

Received from R. Whitlack, No. 313:

H. Price, Clothing.

D. C. Carrell, Jeweler.

Trakas & Lambry, Wholesale Fruit Dealers.

Barnes & Cugler, Leading Hatters.

#### BUFFALO, N. Y.

Received from A. B. Harkins, Lodge No. 187:  
 Wm. Rosanske, Keystone Barber Shop, 253 Jefferson.

Frank Ehernfried, Watchmaker and Jeweler, 425 S. Division.

Jos. F. Smith, Merchant Tailor, 751 Seneca.

#### AVOCA, PA.

Received from W. M. Howell, Lodge No. 333:

Dr. C. W. Price, Main street.

Walter Jeffries, Carpenter, Pittston avenue.

Jacob Webster, Shoe Dealer, Main street.

**LONG PINE, NEB.**

Received from Gil Wilcox, Lodge No. 190:  
H. W. Van Meter, Van's Place.

**CEDAR RAPIDS, IOWA.**

Received from H. M. Clark, Lodge No. 56:  
Stark's Hotel.

**JACKSON, TENN.**

Received from L. P. Garner, Lodge No. 316:  
W. J. Lanier, Grocer, Poplar street.  
Pinkston & Scruggs, Drugs, Liberty street.  
City Lumber Co., Poplar street.  
Bennett & Shuck, Grocers, Poplar street.  
Holland Clothing Co., Lafayette street.  
McCall & Hughes Clothing Co., Lafayette and Church.  
C. R. Collins, Printer, E. Main street.  
C. B. McKee, Cafe, N. Liberty street.  
Alexander & Rose, Furniture, Lafayette street.

**OTTUMWA, IOWA.**

Received from P. H. Sheridan, Lodge No. 737:  
N. W. Cowels, Jewelry and R. R. Watches, 305 E. Main.  
Celanis Bros., Fruits, Candies and Tobacco, 307 E. Main.  
Jas. H. Conroy, Wines and Liquors, 327 W. Main.  
Sam Hays, The Derby Saloon, 313 E. Main.  
Fred Steller, Meats, 318 E. Main.  
Jno. S. McCue, Palace Restaurant, 326 E. Main.  
Martin Furniture Co., 332 E. Main.  
Stephen Barnes, Groceries and Meat, 642 W. 2d.  
Henry Throne, Groceries and Meat, 630 W. 2d.  
Dr. S. A. Spilman, Hoffman Building.  
E. C. Fox, The Original Milwaukee Chop House, 1018 W. Sherman.  
F. Z. Kidd & Co., East End Drug Co., 634 W. Main.

Harry Miller, Chop House, West Sherman.  
J. E. Mitchell, Groceries and Fresh Meat, 109 W. 2d.  
R. S. Thomas, Coal and Feed, 104 N. McLean.  
Herman J. Schmidt, Wines and Cigars, 301 W. Main.  
Lair & Johnson, Wines and Cigars, 235 W. Main.

Tom O'Brien, Wines and Liquors, 1001 W. Sherman.  
Corn Exchange, Mathews & Porter, Props., Wines and Cigars, 212 S. Market.  
East End Supply Co., Meats and Groceries, corner Main and Iowa avenues.

Pat McGraw, Phillips Big Store, 208 E. Main.  
**DAVENPORT.**

Rockenham Hotel, R. F. D. No. 6.  
**TRUCKEE, CAL.**

Received from J. A. Norman, Lodge No. 743:  
Tahoe Meat Market.

**ANGELICA, N. Y.**

Received from Brother F. H. Woods, Lodge No. 588:

Thomas Hunt, Meat Market, 1420 Main street.

**GRAND ISLAND, NEBRASKA.**

Received from Bro. C. F. Hull, Lodge No. 134:  
H. H. Golver & Co., Dry Goods, Groceries, Shoes, W. 3rd.

Wolsteholm & Steerne, Men's Furnishings, 201 W. 3rd.

Aug. Meyers, Jeweler and Optician, W. 3rd.  
S. N. Wolbach, The Big Clothing Store, Cor. 3rd and Pine.

Miller, Undertaker, W. 3rd.  
Ira T. Paine, Monuments, etc., 819 W. 3rd.  
W. Smith, Shoemaker, N. Pine.  
Roberts & Son, Hay, Feed, Grain, Flour, Cor. 4th and Kimble.

J. Smentoski, Tailor, N. Pine.

**BIG SPRINGS, TEXAS.**

Received from Bro. E. A. Wright, Lodge No. 582:

Dr. B. Burnett, Physician and Surgeon.  
Western Telephone Company.

J. O. Hartzog, Ginner.

**BAIRD, TEXAS.**

J. W. Woods, Attorney.

**ODESSA, TEXAS.**

J. M. Frame.

**PUEBLO, COLO.**

Received from Mrs. L. Hunt:  
J. D. Collins, Furniture Dealer, 816 5th.  
Z. Taub, New York Clothing Store, 311 S. Union Avenue.

P. Poe Grocery Co., 605 E. 10th.  
C. W. Daniels, Furniture Co., 2105 Grand ave.  
Crews, Beggs Dry Goods Co.  
Bergerando Brothers, Ladies' and Gent's Outfitters, 605 E. Evans avenue.

E. R. Glover, Druggist, 113 E. Evans avenue.

**PITTSBURG, KANS.**

Received from N. A. Gill, Lodge No. 107:  
W. H. Cleveland, Groceries, 506 E. 7th.  
Eubanks & Gudge, St. James' Hotel, 701 N. Michigan avenue.  
Newby Brothers, P. G. Restaurant, 612 E. 7th.  
W. S. Hale, Watch Inspector for K. C. S., 605 E. 7th.

**PENNSYLVANIA.**

Received from W. H. Ra'ev, Lodge No. 179:  
**PITTSBURG.**

C. C. Kohne, Hardware, 105 Hazelwood ave.  
**JACOB'S CREEK.**

Max Ginder, Ginder Hotel.

**POINT MARION.**

W. T. Devlin, Point Marion Hotel.

**WEST NEWTON.**

Dr. D. R. Shepler.

**SCOTTDAL, W. VA.**

Dr. G. H. Brownfield.

**ATLANTA, GA.**

Received from W. C. Puckett, Lodge, No. 302:  
Westmoreland Brothers, Lawyers, Century bldg.  
Jno. M. Slaton, Lawyer, Prudential bldg.  
Blumenthal & Bickart, Wholesale Whiskies, 44 Marietta.

Phil Schwartz, Saloon, 29 S. Pryor.  
James L. Mason, Lawyer, Century bldg.  
Globe Clothing Co., 89 Whitehall.  
J. R. Seawright, Saloon, 130 Fornwalt.  
Chas. L. Chosewood, Capitalist, Little Switzerland.

**FORT WORTH, TEX.**

Received from A. J. Jackson, Lodge No. 81:  
Maxey & Myers, Attorneys, 700 Houston.

## PITTSBURG, PA.

Received from A. F. Morton, Lodge No. 225:  
 Hotel Loebig, 1210 Penn avenue.  
 Hotel Savoy, 1139 Liberty avenue.  
 C. Kirsch, Barber, 1217 Penn avenue.  
 Arnfeld's Clothing House, 1119 Penn avenue.  
 Jos. De Roy & Sons, Jewelers, 307 Smithfield.

## ALTOONA, PA.

Received from J. W. Helman, Lodge No. 174:  
 A. Claycomb, Groceries, 1800 10th avenue.  
 J. C. Barr, Groceries and Produce, 1633 11th avenue.

J. B. Smull, Shoes and Repairing, 14th street.  
 J. J. Kelly, Commercial Hotel, 912 8th avenue.  
 Hotel Royal.  
 J. Kazmaier, Germania Brewery.  
 J. M. Davis, Meat Market, 1804 13th avenue.  
 G. A. Azar, Candy and Fruits, 1110 11th street.  
 Richelieu Hotel.  
 Atlantic & Pacific Tea Co., 1301 11th avenue.

## AKRON, OHIO.

Received from O. Stoll, Lodge No. 432:  
 Klager Coal & Ice Co.  
 M. Burkhardt Brewing Co.  
 H. Gordon Scrap Iron & Metal Co., 557-567 S. High.

J. Overmeier's Cafe, Washington and Ledge.

Received from S. P. Kendrick, Lodge No. 179:

## CRAFTON, PA.

A. B. Daly, General Manager W. Va. Natural Gas Co.

## WHEELING, W. VA.

S. Johnson, City Tax Collector, 2341 Goff street.

## SIOUX CITY, IOWA.

Received from A. H. Green, Lodge No. 247:  
 Dr. J. H. Robbins, Medical Examiner for B. R. T., Met. block.  
 Samuel Gibson, Val Blats Saloon, 612 4th.

## MANILLA.

Kehr's Department Store.

## WICHITA, KANS.

Received from C. R. Dusenberry, Lodge No. 356:

Herman & Hess, Up-To-Date Clothing.  
 Dr. J. L. Evans, Physician and Surgeon, Barnes block.  
 Geo. A. Priesser, Coal Dealer, 135 Pattie ave.  
 Drs. Taylor & Logsdon, 112 E. Douglas.  
 A. E. Johnson, Groceries, 223 W. Douglas.

## YEWED, OKLA.

J. H. Hebel, Farmer.

## CHESTER, PA.

Received from W. A. Sill, Lodge No. 363:  
 H. G. McAlden, Groceries, 6th and Kerlin.  
 Jno. Knox, Tonsorial Parlor, 3rd and Pennell.  
 H. G. Innis, Hatter and Furnisher, 86 W 3rd.  
 M. M. Cunningham, Boots & Shoes, 802 W 3rd.

## PARKERSBURG, W. VA.

Received from H. R. Vance, Lodge No. 353.  
 The Big Store, Clothiers and Jobbers.  
 Nauery & Marquis, Clothing and Gent's Furnishings, 207 3rd street.

C. G. Wetzel, Barber Shop, 213 3rd street.

J. N. Murdoch & Co., Wholesale and Retail Druggists.

John W. Mather, B. & O. Watch Inspector, 405 Market street.

Nathan, General Furnishings, 235 Ann street.

T. J. Garrity, Liquors, 127 to 131 Ann street.

Parkersburg Paint Store, Wall Paper and Paints, 210 3rd street.

E. T. Devore, The Fair, 128 3rd street.

Grimm's Drug Store, 3rd street.

M. Greenwald & Co., Diamonds, Watches and Jewelry, 203 3rd street.

Oil Well Supply Co., Corner Ann and 3rd St.  
 Wm. Samuels, Butcher, 218 Ann street.

Geo. L. Ruddell, Clothing and Notions, 610 7th street.

James M. Cross, Cafe, 614 7th street.

M. H. Pease, Grocer, 634 7th street.

Patton & Neal Co., Furniture, Carpets and Undertakers, 601 7th street.

Laury, The Shoe Man, 708 7th street.

J. D. Nawery, Ladies' and Gent's Furnishings, 714 7th street

W. H. Pritchard & Harrington, Bar and Cafe, 718 7th street.

M. A. Feeney, Bar and Cafe, 724 7th street.

Mrs. E. Scheinder, Bar and Cafe, 502 Market street.

Simpson Brothers, Fruit and Vegetable Market, 619 Market street.

A. H. Wilson, Bar and Cafe, 606 Market street.

O. W. Hendershot, General Store, Hay and Feed, 823 7th street.

James Feeney, Dry Goods and Groceries, corner 7th and Mary streets.

East End Grocery Co., 811 7th street, James Flaherty, manager.

P. T. Braden, Groceries and Notions, 803 7th street.

G. T. Ward, Grocery and Meat Market, 620 7th street.

Parkersburg Mantel Store, 314 5th street.

R. F. Murphy & Co., Grocers, 613 Market street.

## \* FORT SCOTT, KAN.

Received from S. D. Payne, Lodge No. 17:

A. L. McReady, Grocer, 507 S. Margrane.

H. G. Wolsey, Music Dealer, 111 S Main.

E. H. Blakeley, Clothier.

D. Prager & Sons, Jewelry, 18 S. Main.

McLain Shoe Store, 10 S. Main.

Rodecker Brothers, Clothing and Shoes, 11 to 17 N. Main.

## ST. LOUIS, MO.

Received from M. J. Murphy, Lodge No. 64:

John Savage, Supt. R. Brown Oil Co., 2653 Eads.

## CANONSBURG, PA.

Received from H. W. Bolt, Lodge No. 571:

F. W. Pudke, Stamping Co.

P. H. Brady, Contractor and Builder, S. Central avenue.

Taylor & Crawford, Building Supplies.

White Rock Supply.

Canonsburg Milling Co.

Donaldson & Edwards, Groceries and Provisions.

Hopper Bros., Undertakers and Furniture Dealers.

McNary & Fulton, Undertakers and Livery.

H. L. Cockins, Furniture and Carpets.

W. S. Dixon, General Hauling.

J. S. Washabangh, Hardware and Builders' Supplies.

#### WASHINGTON, D. C.

Received from J. D. Whitehead, Lodge No. 641:

F. Schwale, Sight-seeing Auto Coach, 600 Penna. avenue N. W.

Howard House, 6th and Penna. avenue.

#### SAN ANTONIO, TEXAS.

Received from J. Appleby, Lodge No. 369:

Gus. Payne, I. & G. N. Barber Shop, 1421 W. Commerce.

F. J. Heitel, Lumber, 1424 W. Commerce.

#### SALEM, ILL.

Received from O. E. Stanford, Lodge No. 75:

Irwins Drug Store, West Main street.

The Rockbottom Store, Gents' Furnishings, Shoes and Headlight Overall, N. Main street.

Pruden & Gramley, Groceries and Meat Market, N. Main street.

The Globe Clothing Co., Clothing and Gents' Furnishings.

C. E. Hull, Hull Telephone System.

W. McGlumphy, Shaving Parlor and Laundry Office.

F. C. Hensley, Hull Emporium.

#### CARLIN, NEVADA.

Received from W. A. Perkins, Lodge No. 318:

Harvey McAdams, Proprietor Overland Hotel.

#### FAIRBURY, OKLA.

Received from C. R. Dusenberry, Lodge No. 356:

N. P. Bullock, General Merchandise.

B. M. Thurman, Billiards and Pool.

Jno. Gresham, Shoemaker.

B. T. Higgs, Machine Shop.

#### LONGDALE, OKLA.

D. E. Twiggs, Stockman.

#### OLNEY, ILL.

Received from Mrs. Anna C. Seibold, L. A., Lodge No. 288:

J. M. Prather, Proprietor of National Hotel.

Miss Nellie Venable, Photographer.

#### WASHINGTON, IND.

The Bell Clothing Co., 220 Main.

Terre Haute Brewing Co.

N. H. Jepson, Jeweler and Optician.

H. L. Cox, The Good Clothing Store.

#### EAST ST. LOUIS, ILL.

Felson Brothers, Kentucky Liquor House, 556 Colinsville avenue.

#### LOUISVILLE, KY.

Received from H. A. Carfield, Lodge No. 156:

Sanders & Scoon, Sign Writers, W. Jefferson.

Goodman & Nathan, Clothing & Shoes, Second and Market.

Globe Security & Trust Co., 309 4th avenue.

W. Kanzinger, Cafe, 1547 Story avenue.

#### CHICAGO, ILL.

Received from J. S. Cusick, Lodge No. 4:

Herrick & Hopkins, Artificial Limbs, 69-71 Dearborn street.

#### RACINE, WIS.

Received from J. S. Riley, Lodge No. 191:

Hanley Brothers, Erie street.

Am. Skein & Foundry Co., Racine Junction.

Mitchell & Lewis.

Lake Side Mall. Casting Co.

Lang Manufacturing Co.

Case Brothers, Flour and Feed.

H. J. Smith, Jeweler.

Gold Medal Camp Furniture Co.

Johnson & Kuehnman.

Bell City Manufacturing Co.

Racine Rfg. Co.

Oleson & Son.

J. J. Case Plow Co.

Hartman Trunk Co.

Bell City Mall. Iron Co.

Fisbrick, Fox & Hilkee.

### NOTICE OF GRAND DUES ASSESSMENT No. 104

FEBRUARY, 1907.

TWENTY-FIVE CENTS.

## Grand Lodge of the Brotherhood of Railroad Trainmen

### OFFICE OF GRAND SECRETARY AND TREASURER

#### TO SUBORDINATE LODGES:

CLEVELAND, OHIO, JANUARY 1, 1907

DEAR SIRS AND BROTHERS: You are hereby notified that the amount of Twenty-Five Cents for Grand Dues Assessment No. 104, for the month of Feb., 1907, is due from each and every member, and must be paid to the Financier before the first day of Feb., 1907. A member failing to make payment as herein required shall become expelled without notice or action. See Section 128, Constitution Subordinate Lodges.

The Financier is required to forward said Assessment to the Grand Lodge before Feb. 5, 1907, for each member on the roll, and for members admitted or readmitted during the month of Feb. the Financier must send this Assessment with the report of admission as per Section 105, Constitution Subordinate Lodges.

Fraternally yours,

*H. E. King*  
GRAND SECRETARY & TREASURER





# STATEMENT OF CLAIMS PAID DURING THE MONTH OF NOVEMBER, 1906

| CLAIM. | NAME.                    | LODGE. | PAID TO.   | ADDRESS. | AMOUNT.    |
|--------|--------------------------|--------|--|----------|------------|
| 11655  | Chas. Fountaine.....     | 71     | Thos. Fountaine, Bernardston, Mass.....            |          | \$1,000.00 |
| 11673  | B. H. Roberts.....       | 589    | Serepta L. Roberts, New Orleans, La.....           |          | 1,000.00   |
| 11946  | Patrick Riordan.....     | 113    | Dennis Callahan, Gdn., Philadelphia, Pa.....       |          | 1,000.00   |
| 11951  | H. L. Soles.....         | 518    | Howard and Eva Soles, McKeesport, Pa.....          |          | 1,350.00   |
| 12040  | Sam P. Pine.....         | 92     | Thos. Farrington, Admr., St. Joseph, Mo.....       |          | 1,350.00   |
| 12065  | B. R. Price.....         | 155    | Lou Price Lawrence, Sabetha, Kas.....              |          | 1,000.00   |
| 12077  | Timothy Buckley.....     | 95     | Annie Buckley, Scranton, Pa.....                   |          | 1,350.00   |
| 12078  | E. B. Brimble.....       | 170    | Mary A. Brimble, Jean, Wash.....                   |          | 1,350.00   |
| 12079  | L. M. Knight.....        | 454    | L. M. Knight, Charleston, W. Va.....               |          | 500.00     |
| 12080  | G. C. Hicks.....         | 17     | Clementine Hicks, Ft. Scott, Kas.....              |          | 1,350.00   |
| 12081  | W. D. Gingrich.....      | 485    | W. D. Gingrich, Sioux City, Ia.....                |          | 1,350.00   |
| 12082  | W. E. Harrow.....        | 547    | Eva Z. Harrow, Kansas City, Mo.....                |          | 1,350.00   |
| 12083  | O. D. Green.....         | 741    | Maggie M. Green, Tekoa, Wash.....                  |          | 1,350.00   |
| 12084  | A. L. Watson.....        | 24     | Mary R. Watson, Galesburg, Ill.....                |          | 1,350.00   |
| 12085  | T. J. Vizard, Sr.....    | 211    | Mrs. Amelia Weinmann, Gdn., New Orleans, La.....   |          | 1,350.00   |
| 12086  | Geo. A. Taylor.....      | 9      | Mary J. Taylor, Phillipsburg, N. J.....            |          | 1,350.00   |
| 12087  | A. B. Hughes.....        | 132    | A. B. Hughes, Cleveland, O.....                    |          | 1,000.00   |
| 12088  | W. H. Stuart.....        | 115    | Beulah Stuart, Freeport, Ill.....                  |          | 500.00     |
| 12089  | D. M. Adams.....         | 667    | Helen M. Adams, Ellensburg, Wash.....              |          | 1,350.00   |
| 12090  | L. A. White.....         | 678    | Anna M. White, Litchfield, Ill.....                |          | 500.00     |
| 12091  | E. F. Kuhn.....          | 63     | Frank Kuhn, Kecksburg, Pa.....                     |          | 1,350.00   |
| 12092  | F. R. Gates.....         | 323    | Rebecca A. Gates, Union City, Pa.....              |          | 1,350.00   |
| 12093  | F. W. Ford.....          | 42     | Sarah E. Ford, Steelton, Pa.....                   |          | 1,350.00   |
| 12094  | C. W. Mulcair.....       | 201    | Nellie McNamara, New Haven, Conn.....              |          | 1,350.00   |
| 12095  | H. H. Menear.....        | 518    | Addie L. Menear, McKeesport, Pa.....               |          | 1,350.00   |
| 12096  | S. Tierney.....          | 628    | Elizabeth Tierney, Columbus, O.....                |          | 500.00     |
| 12097  | R. B. Lounsbury.....     | 163    | R. B. Lounsbury, Ossining, N. Y.....               |          | 1,350.00   |
| 12098  | F. Radner.....           | 289    | Gertrude L. Radner, Rochester, N. Y.....           |          | 1,350.00   |
| 12099  | R. F. McDougal.....      | 346    | Emma E. McDougal, Bethlehem, Pa.....               |          | 500.00     |
| 12100  | E. Rockwell.....         | 35     | Amanda Rockwell, Galion, O.....                    |          | 1,350.00   |
| 12101  | W. R. Stinson.....       | 109    | Ida M. Stinson, Logansport, Ind.....               |          | 1,350.00   |
| 12102  | C. E. Neff.....          | 267    | Fannie Neff, Piedmont, W. Va.....                  |          | 1,350.00   |
| 12103  | O. A. Badenbauer.....    | 408    | Mary A. Badenbauer, San Francisco, Cal.....        |          | 1,350.00   |
| 12104  | F. M. O'Connor.....      | 471    | Jeremiah O'Connor, Mahanoy Plane, Pa.....          |          | 1,000.00   |
| 12105  | E. Metheny.....          | 368    | Nannie A. Metheny, Dallas, Tex.....                |          | 1,350.00   |
| 12106  | J. A. Lutz.....          | 292    | J. A. Lutz, Lehighton, Pa.....                     |          | 1,350.00   |
| 12107  | P. R. Austin.....        | 140    | Ida J. Austin, Nottingham, O.....                  |          | 1,350.00   |
| 12108  | E. C. Traver.....        | 350    | Sarah Becker, Albany, N. Y.....                    |          | 1,350.00   |
| 12109  | H. S. Roe.....           | 92     | H. S. Roe, St. Joseph, Mo.....                     |          | 1,350.00   |
| 12110  | A. C. Roebor.....        | 456    | Mary Roebor, Chicago, Ill.....                     |          | 1,350.00   |
| 12111  | C. E. Campbell.....      | 124    | Catherine Campbell, Baltimore, Md.....             |          | 1,350.00   |
| 12112  | E. C. Truckenmiller..... | 56     | Lydia Truckenmiller, Davenport, Ia.....            |          | 1,350.00   |
| 12113  | John Butterfield.....    | 4      | Alice and Mrs. John Butterfield, Chicago, Ill..... |          | 1,350.00   |
| 12114  | F. B. Donley.....        | 88     | Evelyn M. Donley, Worcester, Mass.....             |          | 1,350.00   |
| 12115  | A. F. Fourgous.....      | 340    | Laurence Fourgous, Sacramento, Cal.....            |          | 1,350.00   |
| 12116  | H. L. Inman.....         | 286    | Kate Inman, Edgeworth, Pa.....                     |          | 1,350.00   |
| 12117  | J. F. Murphy.....        | 477    | J. F. Murphy, Prescott, Ariz.....                  |          | 1,350.00   |
| 12118  | W. H. Bowen.....         | 94     | W. H. Bowen, Carbondale, Pa.....                   |          | 1,350.00   |
| 12119  | V. E. Wilson.....        | 429    | V. E. Wilson, High Point, N. C.....                |          | 1,000.00   |
| 12120  | W. Barton.....           | 14     | Eliza Barton, Montreal, Que.....                   |          | 1,350.00   |
| 12121  | W. W. Larson.....        | 24     | Jno. Larson, Galesburg, Ill.....                   |          | 500.00     |
| 12122  | J. H. Andrews.....       | 278    | Caroline L. Andrews, Los Angeles, Cal.....         |          | 1,350.00   |
| 12123  | F. T. Williams.....      | 621    | Almira Williams, Salem, Mass.....                  |          | 500.00     |
| 12124  | E. L. Butts.....         | 700    | E. L. Butts, Bradley, Ill.....                     |          | 1,350.00   |
| 12125  | Irving DeLong.....       | 143    | Irving DeLong, East Syracuse, N. Y.....            |          | 1,350.00   |
| 12126  | Fred Strucker.....       | 199    | Wilhelmina Strucker, Erie, Pa.....                 |          | 1,350.00   |
| 12127  | R. S. Cunningham.....    | 811    | Mary M. Cunningham, Montreal, Que.....             |          | 1,350.00   |
| 12128  | J. M. Combs.....         | 373    | Virginia Combs, Meridian, Miss.....                |          | 500.00     |
| 12129  | S. S. Stollard.....      | 414    | Tamson A. Stollard, Bement, Ill.....               |          | 1,350.00   |
| 12130  | R. H. Stoner.....        | 24     | R. H. Stoner, Galesburg, Ill.....                  |          | 500.00     |
| 12131  | Peter Baltz.....         | 149    | Peter Baltz, Philadelphia, Pa.....                 |          | 1,350.00   |
| 12132  | T. J. Maher.....         | 152    | T. J. Maher, Dubuque, Ia.....                      |          | 1,350.00   |
| 12133  | F. M. Keiser.....        | 158    | F. M. Keiser, McCool, Ind.....                     |          | 1,350.00   |
| 12134  | J. J. Powers.....        | 199    | J. J. Powers, Erie, Pa.....                        |          | 1,350.00   |
| 12135  | Jno. A. Collins.....     | 210    | John A. Collins, Brodhead, Wis.....                |          | 1,350.00   |
| 12136  | C. E. Richmond.....      | 232    | C. E. Richmond, Hinton, W. Va.....                 |          | 1,350.00   |
| 12137  | H. M. Moore.....         | 242    | H. M. Moore, Tennyson, Ind.....                    |          | 1,350.00   |
| 12138  | D. N. Rhodes.....        | 262    | D. N. Rhodes, Joliet, Ill.....                     |          | 1,350.00   |
| 12139  | Harry M. Tuman.....      | 277    | Harry M. Tuman, Monongahela, Pa.....               |          | 1,350.00   |
| 12140  | W. B. Winston.....       | 245    | W. B. Winston, Covington, Ky.....                  |          | 1,350.00   |
| 12141  | T. A. Ferrell.....       | 249    | T. A. Ferrell, Grand Junction, Col.....            |          | 1,350.00   |
| 12142  | W. N. Hillman.....       | 680    | W. N. Hillman, Denver, Col.....                    |          | 1,350.00   |
| 12143  | H. B. Foley.....         | 426    | Mary B. Foley, Boston, Mass.....                   |          | 1,350.00   |
| 12144  | H. W. Bodkins.....       | 15     | Ethel B. Bodkins, Kansas City, Kas.....            |          | 1,350.00   |
| 12145  | E. W. Baker.....         | 177    | E. W. Baker, Baraboo, Wis.....                     |          | 1,350.00   |
| 12146  | J. A. Robinson.....      | 281    | J. A. Robinson, Montreal, Que.....                 |          | 1,350.00   |
| 12147  | J. G. Earles.....        | 351    | Lilly M. Earles, Johnson City, Tenn.....           |          | 1,000.00   |
| 12148  | J. H. Taylor.....        | 521    | J. H. Taylor, South Sharon, Pa.....                |          | 1,350.00   |
| 12149  | G. G. Hadley.....        | 521    | Nancy E. Hadley, Sharpville, Pa.....               |          | 1,350.00   |
| 12150  | J. A. Swiger.....        | 595    | Stella E. Swiger, Fairmount, W. Va.....            |          | 1,350.00   |
| 12151  | Jas. Adams.....          | 637    | Jas. Adams, Jefferson City, Mo.....                |          | 1,350.00   |
| 12152  | D. C. Henderson.....     | 85     | Maggie Henderson, West Easton, Pa.....             |          | 1,350.00   |
| 12153  | E. P. Ryan.....          | 187    | Mary A. Ryan, Buffalo, N. Y.....                   |          | 1,000.00   |
| 12154  | Edw. F. Fry.....         | 187    | Ella L. Fry, Buffalo, N. Y.....                    |          | 1,000.00   |
| 12155  | Wm. Jones.....           | 187    | Sophia Schulze, Buffalo, N. Y.....                 |          | 1,350.00   |
| 12156  | J. C. Sedgwick.....      | 196    | Sophie Sedgwick, Renton, Wash.....                 |          | 1,350.00   |
| 12157  | H. Zimmerman.....        | 289    | Catherin Zimmerman, Rochester, N. Y.....           |          | 1,350.00   |
| 12158  | C. F. Mahoney.....       | 598    | Louta Mahoney, White Plains, N. Y.....             |          | 1,350.00   |

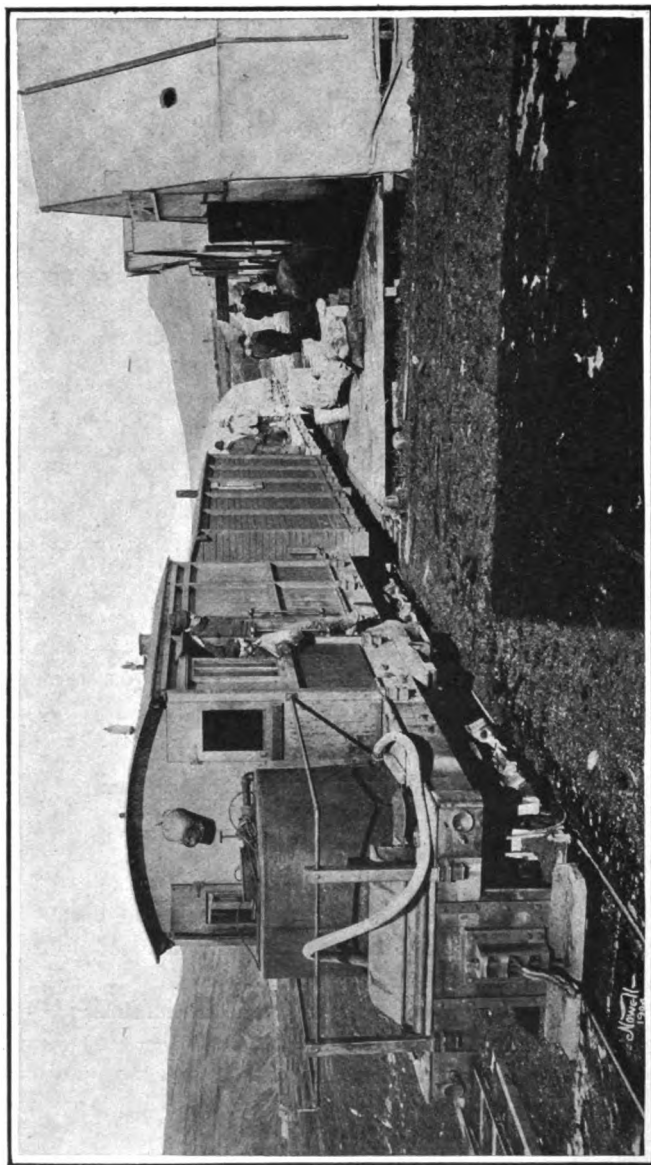
# The Ladder of Life

BY ADELBERT CLARK

We all are climbing the ladder of life,  
However great or small we may be ;  
In sunshine or shower by day or night,  
On the solid earth or raging sea ;  
Whether dull or joyous, it matters not,  
For each has his little work to do  
Ere he reaches the topmost rung of life,  
Mean or noble, or false or true.

We all are climbing the ladder of life,  
Batting with joy or grief or pain,  
Toiling away with the anvil or plow,  
Planning and testing—seeking to gain ;  
Often forgetting the promise of God,  
Bowing to Satan and serving him ;  
Forfeiting souls for a castle of Fame,  
Looking to Christ with a faith that's dim.

We all are climbing the ladder of life,  
From palace or hovel, from hut or hall ;  
To the stars and beyond where hopes are built,  
Whether we reach them or slip and fall ;  
Whether our labor is evil or good,  
Woven with love or worshiped with strife,—  
It matters not, who, or what, we are,—  
Each is climbing the ladder of life.



#### NOME ARCTIC RAILWAY

Passenger train at Banner Station, Anvil Creek, claimed to be the most northerly station in the world. Photograph 1904, two years after the road was acquired from the Wild Goose Mining Company. This station is six miles from Nome, Alaska.

# RAILROAD TRAINMEN'S JOURNAL

Published Monthly by the Brotherhood of Railroad Trainmen.  
Entered at the post-office at Cleveland, Ohio, as second-class matter.

D. L. CEASE  
EDITOR AND MANAGER



SUBSCRIPTION PRICE  
\$1.00 PER YEAR IN ADVANCE

VOL. XXIV.

FEBRUARY 1907.

No. 2

## The Seward Peninsula, Northwestern Alaska.

A. L. JENKINS.

**O**NE who has never visited the Seward Peninsula, can have but little conception of its vast possibilities, as a producer of mineral wealth.

Since the summer of 1899, when Anvil and Dexter creeks, and the gold laden sands of Nome Beach were first actually operated, the output of gold from this district has steadily increased. According to the most authentic statistics, the wealth of the world has been enhanced over thirty-seven millions of dollars since the discovery of gold in this region; and with the many ditches completed, and others in the course of construction, together with the railway building and other development work which has been vigorously pushed during the past season, the country's future is full of promise which should multiply its output many fold.

Although gold has been discovered on more than one hundred different creeks and gulches, at points between Kotzebue Sound and Norton Bay, and marvelous developments have taken place on the tundra adjacent to Nome, it is not to placer mining alone that the inhabitants look for future prosperity.

In the mountain ranges, free milling gold has been discovered and ledges of galena, graphite, quicksilver, cinnabar, lead and copper have been exposed, and tin has been found in commercial quantities, both in alluvial deposits, and in its native matrices. Coal has been discovered in some districts, which to a great extent will, in time solve the fuel problem. The formation of this country is what is known as mica-schist. The gold is found in the beds of streams where it has been concentrated for ages. It is also found in ancient channels which are known as bench diggings, and it is found almost everywhere in lesser quantities in the tundra and scattered through the hills.

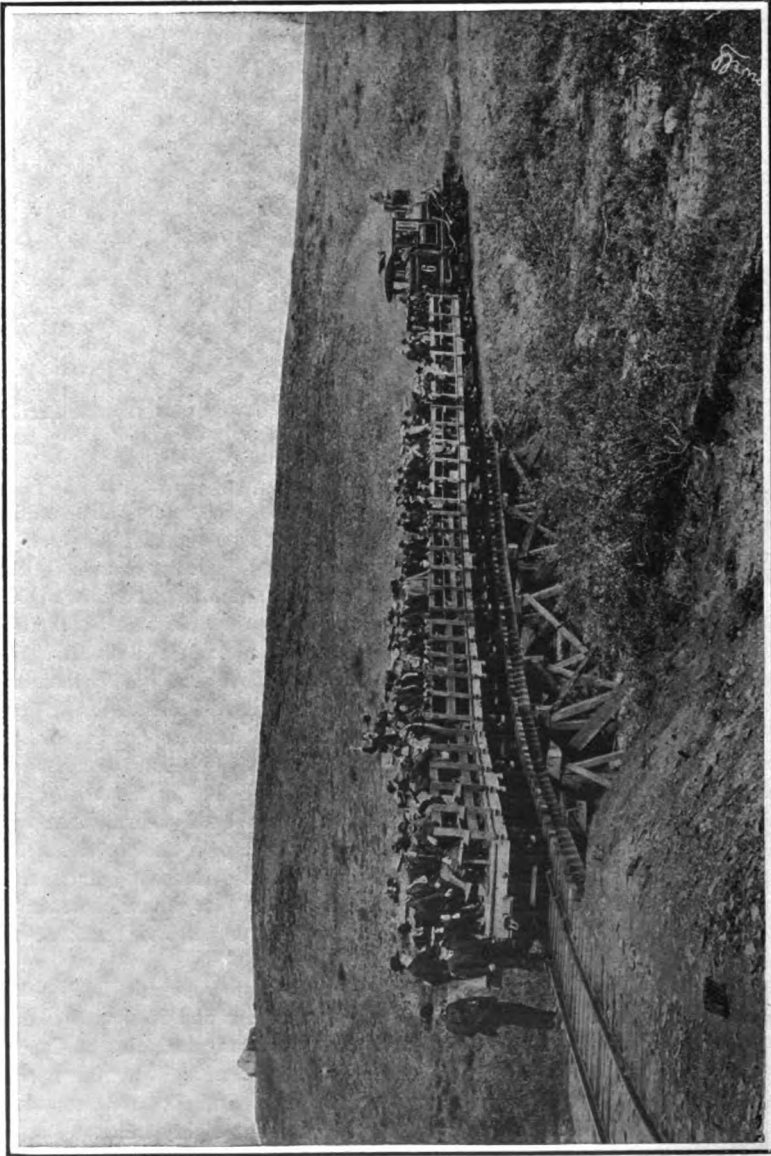
The Seward Peninsula is 27,600 square miles in extent, and is shaped like a great flint arrow head, the point at Cape Prince of Wales, the neck being the portage between Norton and Kotzebue sounds, a distance of about eighty miles.

The Peninsula in extent is about one-eighth of that part of Alaska north of the Yukon River.

An attempt at a more minute description of the country would necessitate a division of the immense area.

The features and resources of this big country are too diverse for description in one story. There are parts of the country that are without alluring scenic features; there may be parts that are barren of re-

gulches which have never been prospected, and their possibilities of mineral wealth are yet unknown. No one should think, however, that because this country contains probably the greatest mineral wealth of any



SUNDAY EXCURSION TRAIN, SEWARD PENINSULA RAILWAY  
35 miles distant from Nome. Roadhouse on the left on the bank of the Nome River.

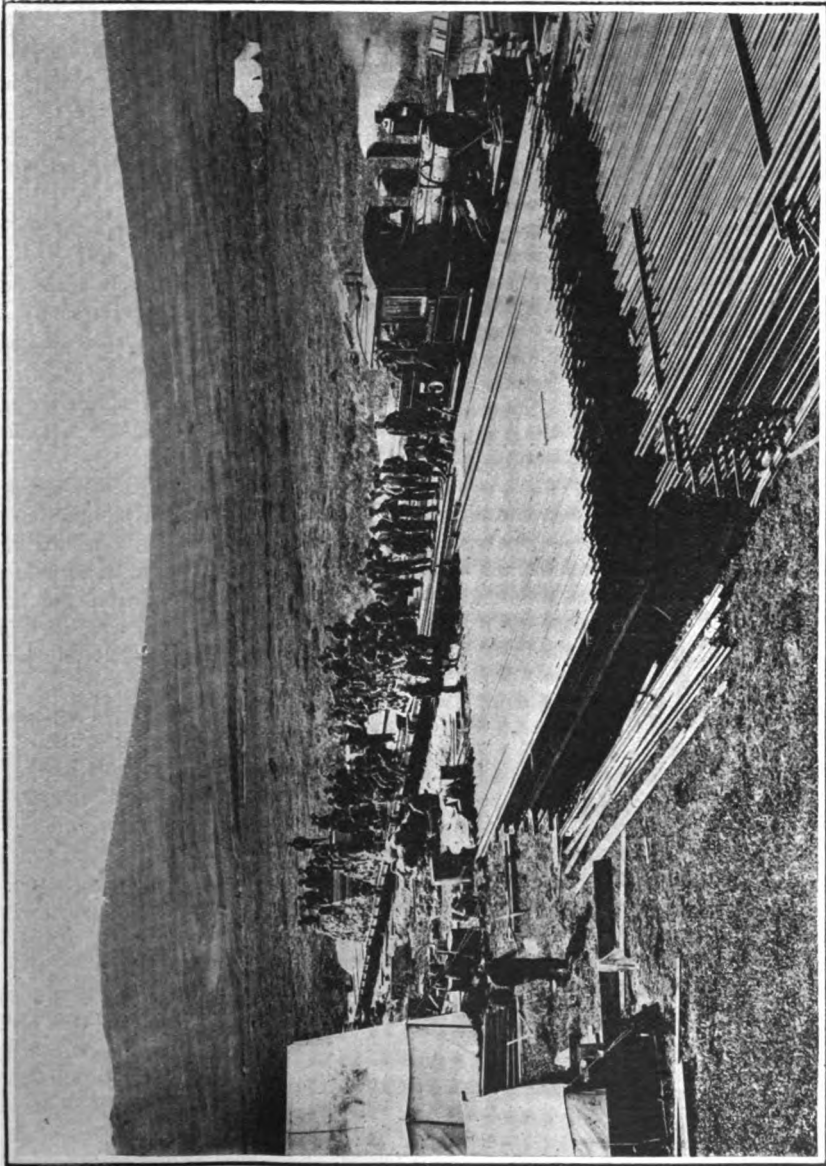
sources, but in a territory so large as this, one may expect to find every phase of country.

In the territory contiguous to the Nome country, there are thousands of creeks and

similar area in the world, that this wealth can be had without hard labor and the surmounting of the most difficult obstacles. In a country where the season of active operation does not comprise more than one hun-

dred days in the year, it is apparent that the slow development of the resources must necessarily be slow. If man's inventive genius could overcome the winter conditions to be found near the arctic circle, this country

the slow development will make the country valuable, at a time in the remote future, when otherwise its mineral deposits would have been worked out, had they been more favorably situated.



SEWARD PENINSULA RAILWAY CONSTRUCTION TRAIN AND MATERIAL YARD  
Showing first of the new Climax engines. Teamsters camp to the right.

would be a veritable cornucopia of gold, but the impediments King Frost has placed in this Arctic region, necessitates a greater amount of labor to extract the valuable minerals from their hidden recesses, and

To a person who visits this northland, and sees for the first time, from the deck of a steamer, the Nome country, there is very little in the perspective that possesses feature or color. He sees a beach along

the coast at Nome, which resembles in appearance that of Samoa, except for the lack of trees and less precipitous mountains.

Between the foothills and the beach sands, a moss covered plain, called tundra, extends to the mountains and as far beyond as white men have penetrated.

Looking out over the country from Nome, one sees this moss covered plain, extending back from the sea to the low round topped hills; beyond these hills, which are without tree or shrub, is a range of mountains some thirty miles distant. In the language of the natives these mountains are known by the name of Kigluiak, but to the prospectors they are the Saw Tooth range. This name suggests their ragged appearance, their sharp outlines being granite peaks, many of them resembling in appearance, the teeth of a monster saw.

Mt. Osborne, the highest peak on the Peninsula, is in this range, its crest reaching an altitude of 4,270 feet.

The perspective of the landscape throughout the Seward Peninsula is dreary and desolate, but it seems that nature has more than compensated for this lack of uninviting appearance, by making the country prolific in the production of gold and other valuable minerals.

However, in the valleys of several of the principal streams, on the Arctic slope, there is a sparse growth of timber, notably on the Kewalik and Kobuk Rivers. This timber is mostly spruce and trees attain to the size of fourteen to sixteen inches in diameter.

A great many of the water courses are fringed with a growth of stunted willow, occurring most often in dense thickets. These willows furnish the only fuel to be had in thousands of square miles of territory, for prospectors and miners when far away from the base of supplies; and one can imagine, better than describe, the difficulty of kindling fires and preparing food, with green willows as fuel.

The streams of the Peninsula are many, and flow towards all parts of the compass. An area, some 200 miles in length and having a width of from thirty to fifty miles, from Golovin Bay to Cape Prince of

Wales, drains into the Bering Sea. The Arctic slope of the Peninsula pours its waters into Kotzebue Sound and the Arctic Ocean. The Council City region, comprising a large area, is drained into Golovin Bay, through the Fish River and its tributaries.

During the summer months, heavy and almost constant rains occur, while in the winter snow covers the ground to a depth of from four to ten feet, accumulating in drifts in many places to a depth of fifty feet or more.

As soon as the snow disappears the country is decorated with a variety of pretty wild flowers. These delicate little flowers have the temerity to bloom on sunny slopes close beside the melting banks of snow.

Beginning with the first of May, the almost continuous sunshine makes the transition from winter to summer seem almost magical.

From the first of May until the middle of August the daylight is continuous.

During the longest days in this region, the sun is hidden less than three hours, and is then so near the horizon the land is flooded with a soft light, making it possible to read ordinary print at any hour of the night.

This continuous daylight lengthens the ordinary working season, as there is no cessation of work caused by night. The early part of the summer is usually clear and dry, and the latter part filled with storms and almost constant rain. As judging by the usual signs, there is no such period as springtime in northwestern Alaska, there are but two seasons, a short summer and a long winter.

A more beautiful and salubrious climate could not be desired than the ordinary early summer at Nome; nor could one easily imagine a more tempestuous climate, than the latter part of some of the summers that have been experienced in this region. Evidences of the approach of winter are often seen in the latter part of August and early in September.

The first frosts change the hue of the landscape. A passing cloud brings a snow squall, the nights are becoming cold and

the days growing shorter, the sun no longer has an opportunity of undoing the work of King Frost.

The waters of Bering Sea begin to congeal, and great floes, which are formed in the Arctic Ocean and have become detached by winds and currents, float down the sea in front of Nome. Before this occurs, however, the last steamer has sailed from Nome. The roadstead, which during

the summer was a scene of great activity, is deserted.

On a morning, usually in November, the inhabitants of Nome awaken and look out from their homes upon a shining sea of ice. Winter has now begun in earnest, and the people realize that for the next seven months, they are sequestered, isolated, and shut off from the balance of the world by barriers of ice and snow.

## The South Mountain Camp Sanatorium.

ADDISON MAY ROTHROCK. CHARITIES AND THE COMMONS.

**O**N the South Mountain range, which forms the eastern border of the Cumberland Valley, the state of Pennsylvania owns a tract of fifty thousand acres of forest land well drained and watered, easy of access by rail and yet sufficiently isolated to prevent a sanatorium from being a source of danger to the surrounding communities. Here, it was decided to start a camp for those citizens of the state who were unable to go to the older resorts or more distant states, and also give them a chance to fight con-

sumption and become useful members of the producing class.

In the spring of 1903, Dr. J. T. Rothrock, who was at that time commissioner of forestry, started the construction of a few small cabins for the use of such patients. There was no money on hand for this work either to put up the buildings or to maintain the patients when they came, but nevertheless the work was begun.

Four miles back in the mountains from the little town of Mont Alto, right in the heart of the woods, is a beautiful grove of



THE MOUNTAIN SIDE, NEAR THE CAMP.



white pine timber. All around for many miles stretches the state reserve. A number of never failing springs flow from the hills and the drainage facilities and the nature of the soil are excellent. Here the cabins were erected and here, growing little by little and striving to send back its share of cured consumptives into the busy world again, the work continued.

The first buildings were just plain little cabins ten feet square and built out of second-hand lumber the state had taken from some houses it was clearing out at the foot of the mountain. During the same spring the legislature met and eight thousand dol-

a cabin, or cottage, medical attendance and medicine, the services of the matron, fuel and the use of the spring house. The patients were obliged to provide their own food and prepare it themselves.

In 1905 the legislature increased the appropriation and there is now a general kitchen and a dining room. The management furnishes meals and milk and eggs. Everything is thus provided but the laundry, and as can be readily understood, the results, while good before, have been still further improved by the addition of the dining room. One dollar a week is charged and as this includes everything but the



THE EDGE OF THE WOODS.

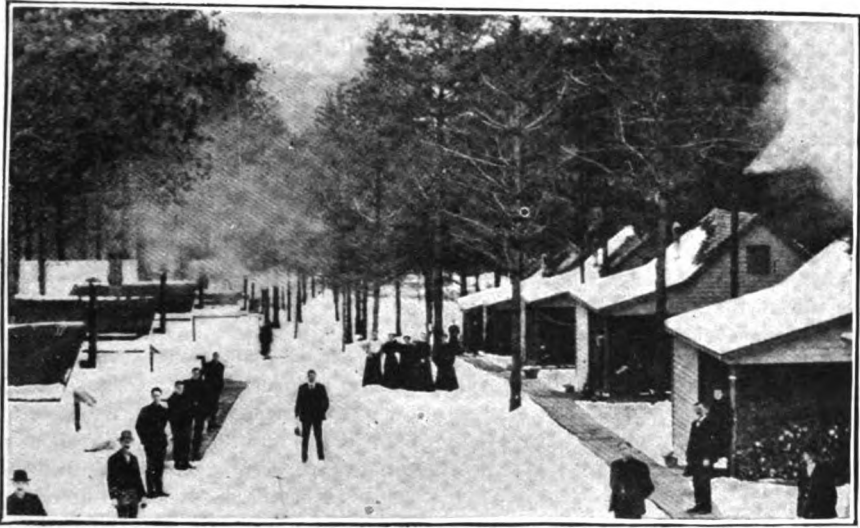
lars was appropriated toward the erection and maintenance of the camp. This was used in part to build an assembly building, an office, six little cottages with three rooms each, a spring house and a water system. The ladies' clubs of Phoenixville and Kennett Square likewise contributed funds to build a cottage large enough for four patients and a few more cabins have since been added. Thirty-three patients can now be accommodated. There is a house for the matron and her husband and a cottage for the dining room and kitchen staff.

During the first two years of the camp's existence it could only furnish its inmates

washing, it puts the cost of residence within the means of practically everyone. Only patients who are in the incipient stages of the disease and are able to care for themselves are admitted,\* as there are no means of caring for those who are bedfast or unable to help themselves.

The camp is situated in a small basin of land about 1,650 feet above sea level and

\*When anyone desires to enter camp as a patient, a blank is sent for the patient's physician to fill out and return. From this we can determine whether or not the case is one we feel we can help. Should the blank show this to be the case we admit the patient just as soon as his or her turn is reached on our waiting list. Unfortunately our list is a long one.



CAMP STREET IN WINTER.

around it the crests of the mountains rise up three and four hundred feet higher. The summer temperature is rarely oppressive during the day and the evenings and nights are always cool. In winter the temperature falls quite low, though it seldom goes down below zero, and sixteen below (one morning during the winter of 1903-1904), is the lowest temperature recorded in the camp. Back about a quarter of a mile from the camp and up above all risk of contagion, a spring bubbles from beneath the foot of some old trees, and from here the water supply is drawn. The spring is covered over completely and the water piped to the spring house on the grounds.

One of the main reasons, if indeed it be not the most important reason for the better average results of institutional treatment over that at home, lies in the regular



MILK AND EGG TIME.

routine followed out. Where the patient sees others doing the same things that he is doing, it becomes far easier for him to fall into the spirit and help himself to cooperate with his nurses and physician. Here, as elsewhere, many at first feel that the regular hours, the systematic feeding and regulated exercise will prove a hardship, but seeing how the others do and how they get along soon dispels such ideas.

At seven the rising bell rings and at half-past seven breakfast is served; ten o'clock brings the time for milk and raw eggs and at noon comes the dinner hour. At three in the afternoon raw eggs and milk again fall due and at five o'clock supper is ready. At seven-thirty comes once more the egg and milk time; at a quarter of nine all retire to their quarters and at nine the bell is rung for all lights to go out. On Wednesdays and Saturdays all are examined by the camp physician, who makes regular rounds every night and morning as well. Each Wednesday morning all are weighed and the weights recorded in the history book, along with the other data concerning the cases. Three full meals a day are given the patients in addition to the regular milk and egg diet.

Exercise is a question in which the individual must again be regarded as a law to himself and his exercise governed accordingly. For some, rest is imperative; others, again, are benefited by regulated walking; but with everyone it is most essential to explain that exercise to the point of fatigue does harm and not good, and the endeavor should be to build up the tissues and strength faster than the diseased

process is breaking them down and thus gain the upper hand in the struggle for recovery.

No regular work is required of anyone beyond the care of the little homes, though there are always some expert mechanics on hand, and many useful and ornamental articles are made in the small workshop on the grounds. We have always a few photographers and for them there is almost an endless variety of subjects.

We set no time limit beyond which we will no longer keep a patient. Since the camp was opened 141 patients there have been treated and of this number about seventy-five per cent have been either much improved or cured. It should be borne in mind in this connection, that for the first two years there was no camp kitchen or dining room and since its inauguration the results have noticeably improved. Cases come from time to time who are too ill for such a camp life and these help to swell the unimproved side of our account. When such a case comes in it is given a good trial and then if the patient cannot be benefited he is sent home.

Consumptive sanatoriums are so often believed to be such gloomy places that a visit here is, as a rule, a great surprise. Back in the forest, away from the wear and worry of the outside world and forming a little world of their own, one will see as happy and contented a body of people as can be found in our whole broad land and the life among them, far from being dreary or hard, is indeed most delightful.

## The Next Two Stars On Old Glory.

BY FELIX J. KOCH.



WHEN Uncle Sam adds the next pair of stars to Old Glory he will make perhaps as picturesque an acquisition as any since the time when the northwest was tamed sufficiently to come into the fold.

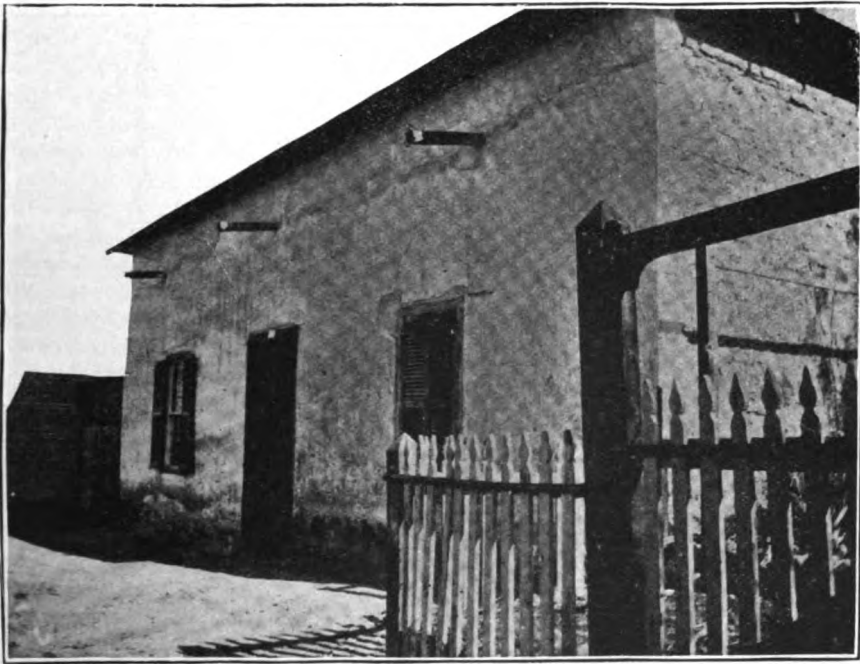
Even the northwest in fact did not present such a galaxy of the sort of things in which painters and poets delight, as do New Mexico and Arizona. Arizona, with the renegade Mexican, the cowboy, the lazy vagabond Chinese cook, the mine watcher

and the prospector, the tough and the Dun-ker. New Mexico has all these, and, in addition, the picturesque desert characters.

Both States are full of queer corners. At one end of Arizona is Yuma,—notorious the world over as the hottest place in this Republic. West of the Pecos, people are not consigned to Hades, by epithet,—they are told to go to Yuma. Yuma, moreover, is hardly American. It has an architecture, a native life, all its own. High up, over the Colorado, on a bluff, the territorial penitentiary stands, like some ancient

Beneath, in the shadows, a little fire, of corn-cobs and the like, smoulders the year round, and about this the Yuma women hover, wearing blankets typically Indian in their patterning,—this ever, despite the heat.

These Yumas, in themselves, in fact would make Arizona interesting. They are not polygamists, but exactly the opposite—one wife may have as many husbands as she will. Not alone that, but they still burn the dead with all the old tribal formalities. The body is prepared



A BIT OF ARIZONA.

fortress, crowning a beetling crag of the Rhine. Within its shadows, Indians,—the Yumas, eke out an existence, as the Red-Man did before the whites had come onto the continent. The little wick-i-ups of wattling stretch out among the arrow-weed on the plain. Adobe, set in about a wattling of poles, around a square patch of native earth, is the basis of the house-building. At the front, the roof protrudes onto two slender poles, and then upon this balcony, pumpkins and ears of corn are set to ripen.

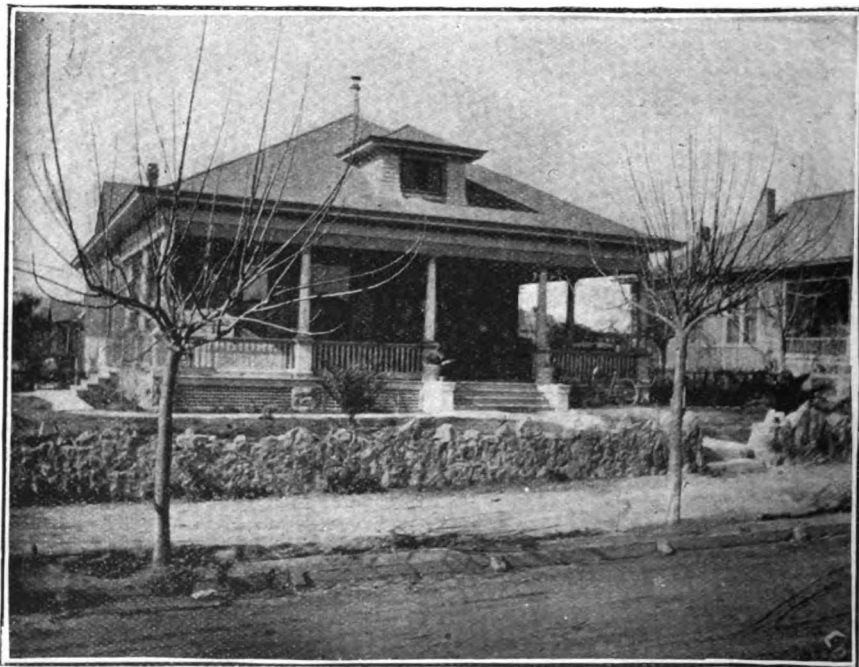
with considerable care, being wrapped about much like an Egyptian mummy. Then a pile of logs is erected at either side the bier and at the head, and the whole covered over with faggots. Then, and then only, is the body itself put in, a sort of trench being left for it in the earth beneath. The fire is lit and while this burns, clothing, blankets, in fact all property of the deceased, excepting only his pony, go up in the flames. Not only this, but a day or two afterward his wigwam, too, must be con-

sumed by fire, the rest of the family joining some relatives in their home.

Uncle Sam regards the Yumas as "good" Indians, and so is unfair to them. As the Indian agents put it, bad red-skins are given money and lands and presents, by the Great White Father to bribe them to obedience. Good Indians, however, receive the land, and that is about all. Content, however, in their hundred odd "stick-in-the-mud" wigwams, they do not grieve much over the matter. Now and then there will be a feast, such as at a marriage in the tribe,

ing outside the clan—in fact at present but a single instance is recorded.

Yuma, however, affords other queer, interesting corners. Not the least of them is the territorial prison. People like to tell how "there is no longer an *old* southwest," with its desperadoes, its cattle-thieves and the cut-throats, but come any day to the territorial prison at Yuma and scan the record. There is material here for detective stories that would put Sherlock Holmes to shame. The records, too, are kept in cognizance of the nature of prison-



MODERN TUCSON, ARIZONA.

when the new couple go to the home of one parent or the other. Other times the men work on the railroad, farm, or cut and sell the timber on the reservation, while the women go out laundrying, and weave the magnificent blankets to sell tourists at the cars. Neither sex saves any money,—it all goes in gambling,—but as they never gamble outside the tribe, there is *de facto* no loss. Inasmuch as the Yumas get no money from Uncle Sam, fortune-seekers stay away, and so there is but little marry-

ers that are held here. Each man has his page in it, and at its top, his photographs. One picture as he was when caught,—in all the wild, southwestern picturesqueness, another in the regulation prison garb. Then there is registered the crime and the sentence and the number of commitments, the man's home, nativity and religion, his age and identification marks, and, after those, his legitimate occupation and his knowledge of other trades. Whether or not he be temperate, if he uses tobacco or

opium, does he wear a beard ordinarily, and, if he is married, has he wife or children living? In the latter case, how many? Also, whether his parents are living, and if he can read and write. The name and address of his nearest relative, where he was educated, and the system there. His former imprisonments, when and how discharged? Uncle Sam is rather indiscriminate in the grouping of his queries, but he gets the information just the same.

Some of the crimes are unique. Quite a few of the prisoners are here for selling

April 28, to October 30, for assaulting the superintendant, and an assistant," when all "good time" held before was forfeited—and this all simply because he had been condemned here on a five years' term for a case of grand larceny. His nativity was Mexican.

Other prisoners are here for stage and express robbery. This is far more current in the west than an easterner would imagine. Indians are confined largely for larceny and murder. Smugglers, too, are not infrequent guests of the jail.



TERRITORIAL COURT HOUSE, YUMA, ARIZONA.

liquor to Indians. One hundred dollars fine and imprisonment for a year is the penalty for this offense, and in lieu of fine they hold a man upward of thirty days.

Refractory fellows they are, too, these future citizens of ours. There is one whose prison record shows "the solitary cell two days for disobedience, two for refusing the call to work, five for fighting, three for destroying property, five more for disobedience, and then twelve for refusing to work." After that he was "confined from

Still one other queer corner of Yuma,—and that the *municipio*. All Yuma is of practically one street,—of low one to two-story cottages; frame, and intermingling dwelling and saloon, with vacant lots. Off to one side is this court house—such one may, perhaps, call it. It is a low building, likewise, with a door at the center. Enter this, and you are in a lobby,—all of wood. On the right there opens a court-room, with just a few chairs. On the left are offices. In the rear there is an enclosed

court-yard, and just opposite, in this, an iron grating. Behind that, all together, as in a Turkish jail, are the prisoners of the lockup, singing, smoking, swearing, snoozing, as they will.

From Yuma to Tucson is no far cry, as distances go in the southwest. One's arrival in Tucson is one not soon to be forgotten. You are a stranger in a foreign land,—you feel it everywhere. It is 8:20 at night when the train rolls in, and you trust to luck. You are about to walk across the plaza to where some lights burn bright,

close to the Rialto of Tucson. You see the men carousing in the dens and you hear the brawl of heavy drinkers. You cannot do much worse, and you follow your self-appointed guide.

He does lead you to a good hotel. It is not our purpose to advertise hotels, but this one is fine as any in the west. It is largely given over to health-seekers, here for the dry southwestern air.

There is another queer experience awaiting, however. They take you to your room by elevator, accompanied by a great, burly



THE MAIN STREET IN TUCSON.

and there seek a hotel. You size them up from the one's at Deming and Lordsburg and elsewhere in the territories.

Suddenly some one taps you on the back. It is a young fellow,—true western type. He tells you not to go to those hotels,—you may not come out alive. Come with him to another—where at least you are safe. You do not know but what he is "capping" for the very sort of house he describes these to be. You ward him off, but he is insistent. By this time you are

negro. The room is entirely isolated from the next by thick concrete walls. There is a metal bedstead, with quilts folded across the bottom, as is everywhere the custom in the territories, owing to the cool nights. Then, too, there is a little closet. Into this, and under the bed, the negro looks, before surrendering you the room, to make sure there is no one in hiding. It is not the most agreeable situation in the world, this introduction to Tucson.

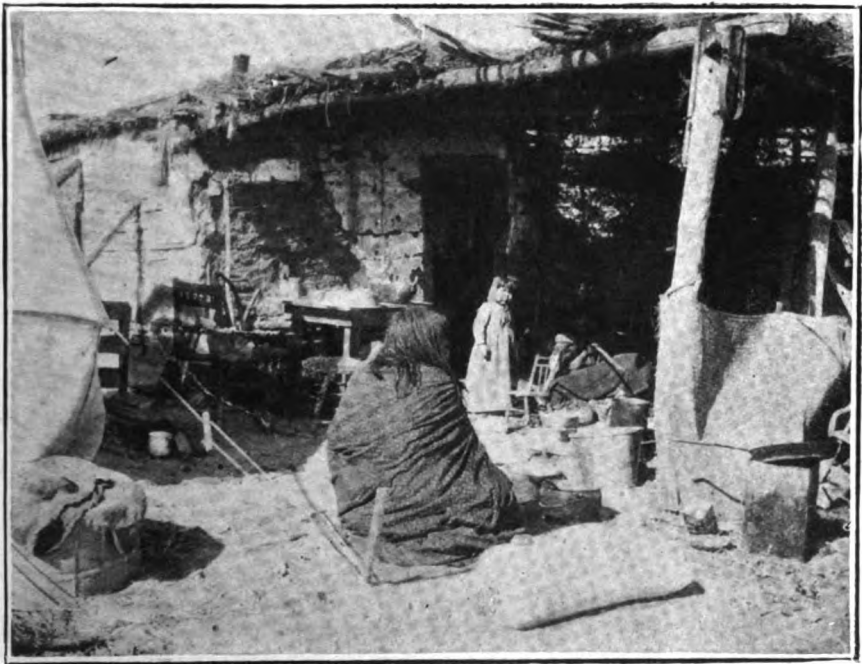
Down on the street corners of Tucson

everyone talks statehood. At the office of the *Citizen* they tell you that ninety per cent of the population is opposed to joint statehood. Arizona, they say, has in round numbers one hundred and seventyfive thousand people; while New Mexico has four hundred thousand. Obviously, majorities would rule, and the Arizonans are opposed to going under the yoke of their neighbor.

All manner of arguments are adduced, all forms of literature are quoted. Favorite among these is a clipping from one of the

ple of Arizona or New Mexico wish to coalesce, and form a state they can do so. If they do not care to coalesce, they can vote to stay out of the Union. They have no historical or logical right to lay down the conditions on which they are to be admitted. Congress can, therefore, commit no unheard of outrage, when it submits to the people of the two territories the same practical question which it has submitted to so many other American communities."

To this the Arizona editors make reply that "forty-three years ago Congress separ-



AT THE WIGWAM.

New York papers, reproduced by the *Republican*.

"Arizona," it says, "has enjoyed a territorial form of government for many years, but it is a perversion of history to hold that, on that account, she is entitled to admission unconditionally, into the federal circle. Congress has always reserved full power to fix the boundaries of new states and never felt obliged to respect the integrity of an existing territory, when framing a statehood measure. If the peo-

ated Arizona, as a territory, from New Mexico as a territory. The reasons for the separation and the erection of Arizona as an independent territory were set forth by Senator Ben Wade, of Ohio. . . . Mr. Wade's remarks, declaring the policy of the federal government in this matter are to be found in the *Congressional Globe* for February 20, 1863. Among other things, he said:

"The territory of New Mexico, including Arizona, is an exceedingly large one, al-



together too extensive for any municipal business to be transacted in its extreme portions. After the territory of Arizona was acquired, it was for some time attached to New Mexico for civil purposes, and is now a part of that territory. The principal point of population in Arizona is some seven hundred miles from the seat of justice in New Mexico. The number of square miles embraced in this territory of Arizona is 120,912—about five or six times as large as the State of Ohio—and the portion of New Mexico from which it is divided is

“And,” continues the chronicler, “the law of 1863, creating this independent territory, contained the following distinct provision:

“That nothing contained in the provisions of this act shall be construed to prohibit the Congress of the United States from dividing said territory or changing its boundaries in such manner, or at such time, as it may deem proper. Provided further, that said government shall be maintained and continued until such time as the people of the territory shall, with the consent of the Congress, form a state



THE LITTLE INDIANS AT THE RESERVATION SCHOOL.

almost as large, for the boundary line divides the whole territory nearly in the middle. I believe the organization of this territory will lead immensely to the increase of its population and to the development of its vast riches, that are latent and undeveloped. I have no doubt there is as much necessity for the organization of this territory as any one we have ever organized. New Mexico and Arizona constitute a country that is larger than half of Europe.”

government, republican in form as prescribed by the constitution of the United States, and apply for and obtain admission into the Union as a state, on an equal footing with the original states.’

“Thus Congress . . . not only created Arizona as a separate entity, but promised her statehood, as a separate entity, when she desired and was ready for statehood. The pending bill proposes to undo the work of nearly a half century of independent existence. It proposes to force Ari-

zona back into an undesired union with New Mexico, by referring the question of coalescing, not to Arizona's voters, but to a combination in which Arizona is in a position to be outvoted in the decision of her own destinies."

Tucson has a queer corner in the way of the club room of the Pioneer Club, where the old "pony express men" and others gather

garden. Saloons are everywhere, toughs still more numerous. And yet Tucson is not nearly so bad as the city that was.

These, however, are only peeps into Arizona. There is the great rest of the territory—the desert. The desert is pregnant with fascination to the adventurer. Now it is the sand storm, coming up from over the skyline. Now it is the sand-hills, with



ACROSS THE COLORADO.

to tell tales of the "overland" times, and of the reign of lawlessness that came from '66 on.

Her houses are one-story—a sort of plaster set over adobe, and with long projecting water spouts emerging along the roofs at regular intervals. When not these, they are on the cottage plan, with a veranda in front and rear, facing on a sun-parched

their black sage and mesquite and greasewood. Again it will be the vast barren alkali fields—like the brown bed of some dried up lake, save in patches, where they are snowy white, or else like the scum left by retreating waters.

Mirages too, add their beauties to the desert; the alkali, in far distance, seems to change to a tremendous lake, then but a

stone's throw distant. . . . and it's bluish sheen reflected from the slatey clouds. Never until you have seen it, do you begin to appreciate the grit and enterprise that carried men across these deserts.

Only the sand-storm for company; for miles not even a trace of herbage. Not a

sign of life, of verdure, far as the eye can see. Even the profile of an Indian in the peaks is attractive by way of variety, and every bleaching steer's head serves as topic for comment. Such, however, is a large, a very large part indeed, of the next star to be added to Old Glory.

## Chinese Labor And The Panama Canal.

BY EUGENE S. WATSON, THE INDEPENDENT.



T looks as though we are about to undertake the accomplishment of the world's greatest engineering problem, the construction of the Panama Canal, and if we are to do it successfully it can only be done through the employment of Chinese coolie labor. In the Canal problem the labor question represents 80 per cent of the difficulties to be encountered, and whenever our Government has carefully studied the actual conditions, and has arranged for a suitable supply of properly selected Chinese laborers to do the work, then and only then they will have removed 80 per cent of their difficulties."

This remark, made to me in 1903 by an American engineer of international reputation, first led me to investigate the labor conditions at Panama and the Chinese coolie as a factor in the world's labor market. The result was both interesting and surprising.

The prime factors in the consideration of the labor question at Panama are its situation relative to the various countries from which an adequate supply of labor could be secured, the adaptability of such labor to the proposed work, the effect of its climatic and sanitary conditions upon the various nationalities, and the relative cost of each class of labor.

In all other of the world's great undertakings the question of labor has been of minor importance. Their situations have been such that an ample supply of suitable labor could be readily and economically se-

cured. With Panama it is different. It has a small population, unaccustomed to and unfitted for continuous manual labor, wholly accustomed by heritage and manner of living to tropical lassitude. The only labor available in its immediate vicinity is that of the West Indian negro (some twenty thousand of whom are at present employed on the Canal), and this labor is admitted by all who are familiar with its efficiency to be the most unsatisfactory on earth. This negro works only from necessity, and his main idea seems to be to do the smallest amount of work in the longest possible time. His wants are few and simple, and as long as he has sufficient money to supply them he will not work. The result is that he will not average more than two days work in a week, spending the balance of the time in idleness, and in those two working days he will not accomplish as much actual work as an American laborer will in four hours. As an efficient laborer the West Indian negro is impossible.

Throughout Central and South America the conditions are very similar. The class of labor to be found is of a very low standard, and there is not sufficient of it to supply the local demand.

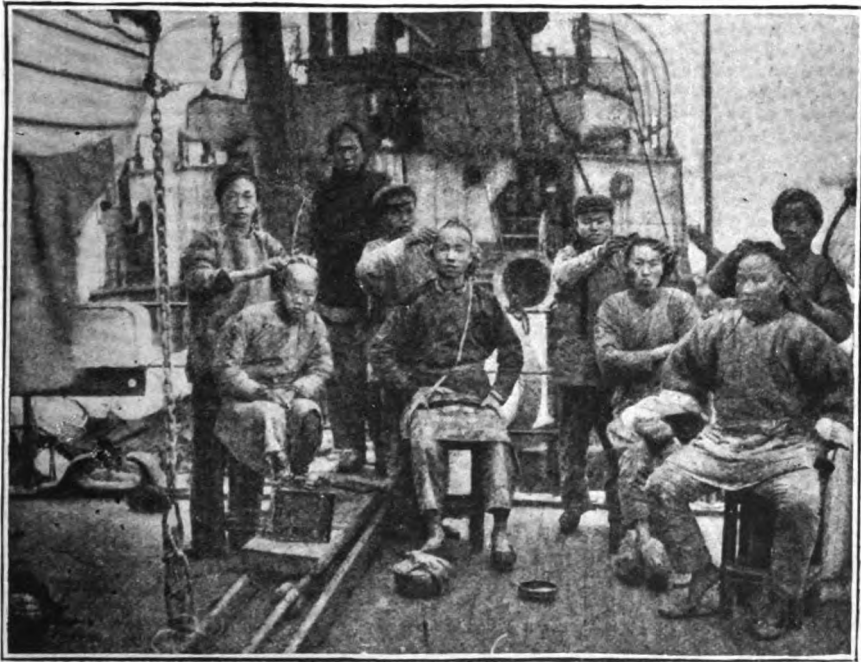
In the United States we probably have the best class of unskilled labor to be found in the world, but, eliminating sanitary and climatic questions, it is out of the question for American labor to build the Canal. There is not enough at the present time to do the work at home, and it is exceedingly

doubtful if one-half the requisite number of men could be secured in this country at any price. In addition, the employment of American labor in this work would increase its cost by many millions of dollars, and as the bulk of the cost of this great work is taken from the pockets of the American workingman, any measures tending to increase this burden would be sure to meet with universal condemnation.

The labor of Europe would be very suitable for this work, but cannot be obtained. So much has been said and written about

most every laborer employed will, at the expiration of his term of service, be compelled to seek a livelihood in some other country. Unless enough can be saved by him from his wages during the term of his employment at Panama, the time spent there would be time wasted and forever lost. It is for these reasons that the laborers of Europe prefer to seek other fields of labor.

As a matter of fact, and I speak from six weeks of recent personal observation on the Isthmus, the sanitary conditions exist-



CHINESE BARBER SHOP ON BOARD SHIP.

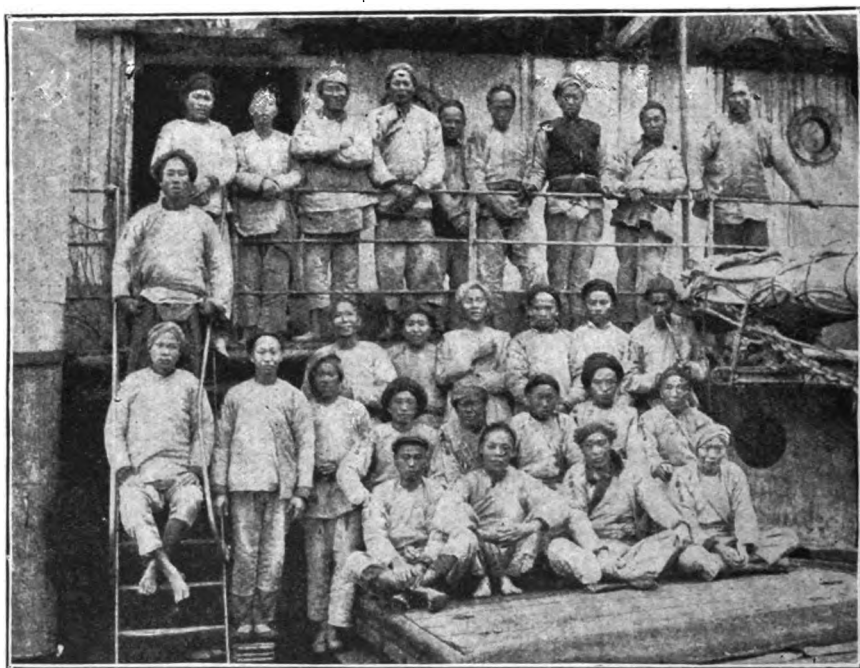
the dangerous sanitary conditions which formerly prevailed at Panama that the average European considers that he would take his life in his hands to seek employment there, and many of the European governments have unofficially aided and encouraged this impression. The wages paid are not sufficient to induce them to assume this risk, and outside of wages there are no other reasons why labor should seek Panama. It is not a country where they would care to take permanent residence, and al-

ing upon the Canal Zone today are such as to render it perfectly safe for any nationality to be employed there without sickness in any degree greater than will be found in the ranks of similar numbers of men engaged in similar work in other countries. Through the intelligent and well directed efforts of those in charge of the sanitation of the Canal Zone it has been transformed into a sanitary, well governed community, where the employes of the Government can live with as much comfort

and safety as at home. It is true that the tropical climate still remains, and, irrespective of sanitary conditions, the consensus of authoritative opinion is that the white race, of the temperate zone are unfitted for continuous manual labor in the tropics. And for this reason, if for no other, it is necessary to make a choice between black or yellow labor. The available black labor has been tried and found to be sadly inefficient. The coolie remains yet to be tried, with the assurance that he cannot be worse than the black.

form satisfactory work in Canada would prove a failure if sent to Central America, and one who would give entire satisfaction in the low lands of the tropics would be utterly useless in the elevated mountainous regions of the same latitudes. Likewise, laborers for digging should be selected from the agricultural regions and be accustomed to earthwork. If selected from the river population, many millions of whom live on junks on the waterways of China, such laborers would prove an utter failure.

The problem of satisfactorily supplying



CHINESE CONTRACT LABORERS, PHOTOGRAPHED ON SHIPBOARD.

The prime factor in the coolie labor problem is that of proper selection, keeping in mind at all times the locality and climatic conditions to be encountered by the laborer and the nature of the work. If these conditions are properly observed in selecting laborers, no better laborer exists on earth today than the coolie, for any climate and under all conditions. By nature they are peaceable, law abiding, cleanly, sanitary and frugal, but withal of muscular, wiry frame. A good laborer who would per-

coolie labor for work in foreign countries has been successfully solved and brought to a high degree of perfection in the Chinese provinces of Foukien and Che-kiang, under the direct supervision of the Viceroy of those provinces, Tuan Fang, one of the foremost and most enlightened statesmen of China, and whose provinces have a population of more than forty millions. This Viceroy has made a careful study of the labor question from an economic standpoint, and in the course of the past eight

years has developed a highly perfected system of labor exportation. The subject was first called prominently to his attention about eight years ago, at which time the French Government desired to engage a number of coolies from his provinces for work in Madagascar. These coolies were to work for a period of two years, and at the expiration of their terms of service were to be returned to their homes in China at the expense of those engaging them. Satisfactory arrangements were made for this to be done, and it is from this start that the present system has developed. The Viceroy was quick to realize the advantages which would accrue to his provinces if he could furnish a considerable

Francis Vetch, a Frenchman of long experience in coolie labor matters, and an expert on the requirements of the various countries to which they are sent.

Whenever an order is received for coolie labor, the class of labor desired and the climatic conditions from which to recruit them are first determined, and then proclamations of the Viceroy are issued and distributed in that portion of the provinces meeting the climatic requirements, stating the nature and terms of the work, the number of men wanted, the rate of wages and such other information as may be requisite. This usually results in applications from ten times, or more, the number of men required, and a careful selection of the re-



A GROUP OF CHINESE CONTRACT LABORERS.

number of his people with employment in foreign countries for a limited time, enabling them to make stated remittances to their families at home and at the same time to accumulate a fund from their wages sufficient to insure their independence upon their return. And it is an amplification of this idea which furnishes the foundation of the system in vogue in these provinces at present.

A Bureau of Foreign Labor Service, of a semi-official nature, has been established at Fouchou, in the province of Fouquien, through which all shipments of laborers for foreign countries are recruited and handled. This bureau is in charge of Mr.

quired number is then made. These men are then subjected to a thorough physical and medical examination, usually made by the medical authorities designated by the Government of the country to which they are to be sent, and all unfitted are rejected. When the required number of men have been recruited they are divided into gangs of from fifty to one hundred men, each gang in charge of a foreman, who has absolute charge of his gang and is responsible for the work done by them. An individual contract is then made with each laborer, setting forth the terms and conditions of his employment. This contract is printed in Chinese characters, and also in

French, Spanish or English, according to the country to which the laborer is to be sent, and after being thoroughly explained to each man, is executed by him, approved by the proper consul, and accepted by the Viceroy, and a copy publicly filed in Fouchou, where it remains open to any interested party.

Under these contracts, the laborer agrees, if he leaves a family, that a certain amount of his wages shall be remitted to them each month by his employer, during the entire term of his employment. He also agrees that a certain percentage of his wages shall be deposited each month in some bank, to be paid to him only upon his return to China at the expiration of his contract.

This last feature is most important when we consider the employment of coolies at Panama, as it is an effectual guarantee that the coolies will return to China when through, and not attempt migration to some other country or to remain at Panama. However, this is but a remote possibility in any event, as each man usually accepts service only upon the express condition that he will be returned to China, and is bound by his agreement with the Viceroy to do so, and under the Chinese laws, should he break this engagement, his relatives would answer for his offense. Of all the thousands of men that have been sent out from these provinces during the past eight years, the first case of failure to return to China has yet to occur.

These laborers are paid a stated wage per month by the employer, and are furnished in addition with clothing, food, medical attendance and transportation to and from China at the employer's expense. This causes the actual cost of Chinese labor to vary, when brought to the Western Hemisphere, as the item of transportation is a very considerable one and varies greatly in different sections. For example, if a laborer comes over on a one-year contract, working 250 days in the year, and the cost of his transportation both ways is \$75, it adds a cost of 30 cents per day to the other expenses. If he is under a two-year contract, the cost would be but 15 cents per day. This makes the actual cost depend upon all the conditions of each particular case. All in all, however, it is safe to assume that the actual cost of this class of labor will vary from \$1.25 to \$1.50 per day, if employed at Panama, depending upon the number employed, the term of the contract, and the manner in which they are worked. And it is safe to say that if properly selected Chinese labor is engaged for Panama, the result will be a saving of 25 per cent in the time of the work, and a saving of many millions of dollars in its cost. There is no doubt that 5,000 coolie laborers will accomplish more actual work in a given time than the 23,000 negroes at present employed by the Commission.

*New York City.*

## "The First Step Into A Sensible Progress."

JOSE GROS.



CERTAIN professor, Dean of the Law School of Boston University, in his recent address on the "Scientific Conception of Law," said:

"Law should not stand for precedent, because while the past has ruled itself, it should not rule the present. The old economists tore down unfree contract

through the establishment of our modern free contract, yet that freedom of contract we have had for about two centuries on both sides of the Atlantic has developed the most formidable monopolies, threatening the destruction of all modern equality, for good or evil, I am not concerned as a teacher of law to say."

There we have the kernel and substance

of what has been praised as—"a luminous address." The only point which we can call correct, is that Law has no right to stand by precedent, because the present should rule itself. Yet that is just what does not happen in our nation. Our whole vast and perpetual manufacturing process of our enormous multiplicity of annual laws rests on precedent. We are still ruled by the dead, now buried for 80 years or more. Considerable of the precedent element remains in England and other nations, but much less than we have, and cling to as the only chance of escaping destruction, although it seems as if we were all along rushing towards destruction with a vengeance.

What is extremely amusing in the address of our friend the Dean above mentioned, is his talk about our modern freedom of contract and equality, while acknowledging that we are the victims of enormous monopolies. How can two antagonistic elements co-exist for centuries, and how can equality and freedom of contract increase its opposite element, monopoly and despotism? Can wrong increase goodness or goodness wrong? Is not any mixture or combination of the two elements an open or hidden denial, deviation, transgression of the good, the right and the true? Can the true need the support of the wrong? Of course not, because the true can stand alone and refuses any partnership with the wrong. It is the wrong that needs some kind of partnership with the right, in order not to perish right off. Because the wisdom of men can not or does not yet want to see the beauty and in exorableness of that simple logic, we have always remained so satisfied with our new or antique mixtures of good and evil!

What now about the difference between that unfree contract of old times and our boasted modern freedom of contract; when the two have had to operate under the dominion of the same fundamental land and wealth monopoly, robbery, oppression, giving to some the power to crush the many into perpetual poverty through wage slavery? Is there any sense in that miserable

form of language that educated men forever use, to hide all bottom truth from the rank and file of nations, so that the kingdom of falsehood may be kept alive and in bloom? And what about the equality forever given to humanity through laws of privilege that are the respecter of some persons at the expense of the rest, generating the poverty and harsh lives of the multitudes?

Something extremely ludicrous and amusing comes now. Our friend the Dean, as a teacher of law, has not courage enough to tell us whether our gigantic monopolies or industrial crimes, which threaten the fabric of modern conditions, are coming to improve or aggravate our present evils. He sees the dreadful wrongs that our diabolic equality and our glorious (or shameful) freedom of contract have brought upon modern nations, and has not a word to say against the stupidity of the laws that have created our industrial chaos and social turmoils. Would we have or need a labor movement, a miserable fight between labor and capital, if our equality was not a farce and our freedom of contract a first-class humbug?

What is the use of having "Law Schools" in our universities as long as we refuse to learn, from the Old and New Testament, and from the universe around, the real meaning of the word—Law?

Let us notice that the address we are dwelling upon is called "Scientific Conception of Law." Yet, the address does not give to humanity a single scientific conception about the processes with which we could make our laws scientific. The scientific is the honest, honest because fixed, fixed because it needs no change on account of its intrinsic honesty representing, embodying the equal rights due to all individuals for their complete life through the free use of each one's natural activities applied to the natural resources of the planet, that planet which, created by a God of freedom, is the free inheritance of all men, its use simply subject to the natural equity that shall naturally prevent all land robbery among men; that being the social crime at the bottom of all crimes that our



unscientific and distorted laws still authorize and enforce.

As long as we all, with possibly a few exceptions from obscure men, decline to take cognizance of that elementary and all-pervading social deformity, we cannot of course even think about the simple processes with which to wipe out such a bottom wrong. We thus are unable to even take the first step out of the kingdom of sin, and so into that of plain, sound honesty and sense. We thus remain stuck in the same old box of perpetual conflicts, aberrations, discords and painful, sinful lives with all of us, no matter how good our intentions may be towards God and each other. There is a logic and science even in human conduct. Hence not until the first step is taken, in the right direction, along the correct line of conduct, can any of the other steps be performed, carried out, in the accomplishment of the right and the true for peace between humanity and God through fundamental equity, between men and the natural resources of the planet.

The professor of the Law School we have criticized does not need to be any greater sinner than most of us. He cannot very well tell us what we don't want to hear. He has to live, as an educator, by giving us the education we want. If he

tried to give us the education we need, he would soon lose his job, and he may not be fit for any other. The same applies to most of us.

It is what large numbers of important men say, feel and do, in open or silent, direct or indirect, organic or inorganic combinations in regard to what is bound to affect everybody, for good or evil; that is what tells in the march of civilization; that is what determines whether that march shall be towards God's truth or away from it. Unfortunately even the bulk of the most intelligent and good men, as goodness goes, spend most of their time and energy, outside of needed labor, in thinking about or discussing individual doings or fragments of life, fragments of truth at best. There we have the two vilest tricks to keep humanity away from broad, sound conceptions of duty and truth. Such conceptions lie in the careful, honest study and discussion of general bottom causes and universal results. That alone allows us to grasp the universal unity and simplicity of God's truth, just what we decline to do. We then go through centuries of agony, refusing to suppress the great crime of injustice between men and the natural resources of the planet. We thus never take the first step into the boundless beauties of—a sensible progress.

## Justice To The Poor.

JOHN GRAHAM BROOKS.

*Chicago Daily News, Dec. 6, 1906.*



WHY should Germany discard an "employers' liability" like our own acts and compel the wage earners to be insured under state authority? That country had all sorts of voluntary insurance as we have. These, too, were endangered by state competition.

For about fifteen years the kind of "labor insurance" we have in the United States was subjected in Germany to searching investigation. It was found that the injured workingman could not get his insur-

ance without an "average of chances" always against him. The complexity of modern industry made it impossible for the laborer to prove against the employer all that the law demanded.

Nine other countries, England included, have followed Germany in this, while we in the United States hold to an accident insurance that is an object of amazement and ridicule at every international congress on this subject. Prof. Willoughby in his "Workingman's Insurance" says: "It would

be difficult to think of another field of social or legal reform in which the United States is so far behind other nations."

A second powerful reason for the change in Germany was that voluntary insurance did not reach those who stood in most dire need of insurance; or, if it did reach them, the insurance, as in some of our workingmen's companies, became a crushing burden. Thus the great step was taken in three acts—sick insurance, 1883; accident insurance, 1887; old-age and invalidity insurance, 1889.

Under these acts nearly 15,000,000 working men and women are now insured against sickness, accident and old age. The infected nests of third-rate attorneys making an occupation of blackmailing employers or corporations to secure insurance were destroyed. Litigation diminished. The terror of the poorhouse also diminished, as it was the express purpose of this whole body of insurance to enable stricken workingmen or their families to avoid appeals to public charity. The disabled are sure of about half their wage and the old of a pension that will at least keep them from the poorhouse.

Under the sick law, labor pays two-thirds and the employer one-third. For the old-age pension, labor pays one-third, the employer one-third and government one-third. In the accident insurance, employers, banded into associations according to trades, pay the entire amount.

A profound moral principle has at last got recognition; namely, that industry should bear the cost of its accidents, as it has to bear insurance or any other cost. After long discussion eight other nations have accepted this principle. I was told in England, after it had been fairly talked out, that no first-rate lawyer in parliament could be found to defend the old employers' liability such as we still have in the United States.

When we once get it through our too-busy-about-other-things heads that we are killing and maiming people in the industrial field far more rapidly day by day than in

the deadliest periods of the civil war, a great moral uprising will take place against the plain barbarities of our present accident insurance. Against almost every form of insurance for the poor in this country the same uprising must come unless it appear that we, as a people, have lost the capacity of moral indignation in the presence of gross indignities against the weak.

Except in a part of our mining and under the interstate-commerce commission, we have no authoritative statistics of industrial accidents upon which we can wholly depend. I believe that comparative estimates indicate that above 500,000 workers are crippled every year in our country seriously enough to class them in the insurance schedules of any decent system. It is an appalling record and it has to be said that capitalism has fought steadily and uniformly against every effective attempt to get the ugly story before the public.

It required thirty years to force three of our greatest insurance companies to acknowledge the facts as to their own methods. For the first time the facts about our own workingmen's insurance are being put before the people; the reckless cost of administration and the whole shameless tale of "lapses" and the use which the strong and lucky are encouraged to make of those lapses.

May I again repeat that I am not here arguing that we rush into dangerous imitation of Germany or any other country? We have to work out our own problems in our own ways and in the spirit of our own national life. Yet nothing is clearer than this—that the spirit of that German insurance cannot be imitated a day too soon.

I have omitted the complicated details of that scheme because they have no possible place in so brief a communication. I beg, therefore, to refer readers curious to know such details to a government report, "Compulsory Insurance," prepared by the writer in 1891-2, in Germany and other European countries. A revised edition in 1895 was printed at the government office.

*Cambridge, Mass.*

## GOING SOME.

Apropos of the mushroom growth of new towns on the Western frontier, a locomotive engineer relates the following:

"One day I was driving my engine across the prairie when suddenly a considerable town loomed up ahead where nothing had showed up the day before.

"What town's this?" says I to my fireman.

"Blamed if I know," says Bill. "It wasn't here when we went over the road yesterday."

"Well, I slowed down, and directly we pulled into the station, where over five hundred people were waiting on the platform to see the first train come in.

"The conductor came along up front and says to me:

"Jim, first we know we'll be running by some important place. Get this town down on your list and I'll put a brakeman on the rear platform to watch out for towns that spring up after the train gets by!"—*Minneapolis Journal*.

## THE STAGE DRIVER'S BLUFF.

As we left Sandy Gulch for Rising Sun there were six male passengers to go by the stage, and the route was over the mountains and full of chances of disaster. The driver came out from breakfast as soon as the stage was ready, and looking about on the passengers he selected a small, pale-faced man and invited him to climb up beside him. While the pale-faced man was climbing up the driver whispered to the rest of us:

"I picked him out in order to scare him to death. You fellows will see a heap of fun before we've gone ten miles!"

Two minutes west of the gulch the road made a sudden turn, with a sheer fall of a hundred feet down to Wild Cat Creek, and the driver put his horses at the gallop and said to the man:

"We may get around all right, or we may fetch up down below. Hold yer breath and say yer prayers!"

The passenger made no move and did not change countenance, and, after making

the course all right, the rider rather indignantly demanded:

"Didn't you see that the off wheel run within a foot of the edge of the precipice?"

"It ran within six inches, sir!" was the reply.

Beyond the curve was a down-grade of a mile, and with a yell and a flourish of his whip the driver urged his horses to a dead run. The five of us inside had to hang on for dear life and every half minute the stage seemed bound to go over.

"Did ye know that if we'd happened to have struck a rock we'd all been dead men in no time?"

"Of course."

"And ye wasn't prayin'?"

"Not at all."

Three or four miles farther on the driver tried his man with another curve. In his determination to make a close call of it one wheel ran off the edge of the precipice, and only a sudden effort of the horses saved the coach. We were flung in a heap and frightened half to death, but the man beside the driver never lost a puff of his cigar. When things were safe the driver turned on him with:

"That surely was the brink of the grave."

"Guess it was," was the quiet reply.

"The clusest shave you will ever hev till the last one comes."

"Yes."

"See here, now, but what sort of a critter ar' you?" was the query. "Don't you know 'nuff to git skeart?"

"Nothing has happened yet to scare me."

"But mebbe ye want me to drive plumb over a precipice a thousand feet high?"

"If you conveniently can. The fact is, driver, I came off up here intending to commit suicide, and if you can dump the whole of us over some cliff you'll oblige me."—*Atlanta Constitution*.

FOUND—One courting couple in the village of Clarkton. It was seen going slowly down the railroad by a number of our young ladies last Thursday evening about dark. Such a sight is so rare that it created quite a sensation.—*Clarkton (North Carolina) Express*.

# THE FIRESIDE

This Department is open to all women friends of the Brotherhood.

## Ladies Get Watches

The JOURNAL has received 75 subscriptions from Sister Sarah E. C. Howard of Lodge No. 309 of the Auxiliary and Sister Anna Seibold of Olney, Illinois, has sent in 30. Mrs. Howard has taken a Standard and Mrs. Seibold has taken a Queen and we know that they will be well satisfied with their awards.

A number of our lady friends have written for subscription blanks and receipt books and have stated they intended to work for subscriptions and the prizes offered.

There are no "lemons" in this lot of prizes we offer for subscriptions. Each offer is genuine, well worth having, and represents values as returns in prizes, ranging from 25 to 100 per cent. of the amount received on subscriptions. We give a \$50.00 watch for 75 names, a \$30.00 watch for 30 names and a man's watch valued at \$35.00 for 35 names.

This comes about as close to giving you back your money for subscriptions received as we can come and better values than are usually offered for this kind of work.

We ask our lady friends, old and young, big and little, to get after subscriptions, and we know if they do we will have them. Look at the offers mentioned in our advertising pages and make up your mind that one of the best will be yours. There are hundreds of thousands of subscribers waiting to be asked to take the JOURNAL, and please don't let them wait any longer.

## Aurora, Ill.

Chilly indeed would be our fireside should we run out of fuel. But that seems to be the condition of the department so named in the JOURNAL, which gives us an opportunity of hearing from our sister lodges through its columns and brightens up the long winter days when we pick up the JOURNAL and read some interesting article written by one of our number. There have been some very interesting articles sent to the JOURNAL on "Woman's rights" and many other subjects which are of interest to all. I am sure, they were appreciated, and I for one would like to hear from the writers again.

I hope all the lodges can look over the past year's work with as much satisfaction and pride as can Aurora Lodge No. 261. Not only can we boast of our increase in membership, having taken

in twenty-seven members, but also of the general feeling of good will and harmony.

How thankful we should be for our blessings when we think of the dear sisters who have met with sorrow, whose hearts are in the graves beneath the snow, of the shadow in life's sunshine which will never pass away. We may have been spared grief in the year that has passed, but what the future has in store for us no one knows.

We are now on the threshold of another year and it is an appropriate time to reflect on these facts, to consider our blessings and how far we are worthy of them.

Our lodge and the brothers of T. J. Potter Lodge No. 6 held public installation December 29th. The brothers gave us many words of encouragement, also complimented us on our drill, which that night we put on for the first time. This was the "White Rose" drill which Sister Statzer, our First Vice Mistress, taught us last August. I think our sisters are wishing we had another drill to learn, so that Sister Statzer might be with us again, for we certainly enjoyed her visit very much. Wishing all lodges a year of success and hoping to meet some of our sisters at our next Fireside, I remain yours "for the good of the order,"

MINNIE STADTLANDER.

## Evansville, Ind.

On December 18th and 19th, 1906, Wimodausi Lodge, No. 373 was organized with twenty-three charter members.

Cassie Clarke, First Vice Grand Mistress, organized the lodge, but it was through the efforts of Sister Martha Hammond of Sisters of More Shade Lodge No. 369 that the work was accomplished.

Our First Vice Grand Mistress was presented with a beautiful Haviland china berry bowl and plate and the lodge was presented with a handsome leather-bound Bible by Sister Ruth Nexsen.

The new lodge starts out with very bright prospects and a large field to work in, as Incline Lodge No. 242, B. of R. T. is over 200 strong and they have given the Auxiliary much encouragement.

With best wishes to all B. of R. T. and L. A. lodges, I am

Yours in Sisterly Love,

ANNA KEHL,  
Mistress of No. 369.

## Photographs Of The Grand Mistress.

The large photographs of our Worthy Grand Mistress which so many of our lodges have been anxious to place over the charters in our lodge rooms are now ready for distribution.

They are an excellent likeness, the work of a leading photographer, and are ten by twelve inches in size.

The price is One Dollar (\$1.00), which covers express charges.

They have been placed in my care and will be forwarded to any lodge or individual member of the Auxiliary desiring the same.

Yours in the bonds of sisterly love,

AUGUSTA M. STATZER,  
First Vice Grand Mistress,  
915 Ash Street, Erie, Pa.

## Only a Railroad Brakeman.

Only a railroad brakeman!

Only a lump of clay!

Only a soul that was pure and sweet,  
Freed from its prison today.

Only a railroad brakeman!

Here on the railroad ties,  
Surrounded by comrades and strangers,  
His mangled body lies.

He went to his work in the morning

With never a thought of fear;

No sign—no word of warning—

To tell him that death was near.

Only a railroad brakeman,

With the stamp of death on his brow;

Blood stained his handsome features—

Beauty is gone from them now.

Only a railroad brakeman,

Released from his earthly pain,

Only a voice ringing clear and true

That will never be heard again.

Only a railroad brakeman!

Is there not one of you here,

Who, for the sake of a brother,

Will offer a sigh or a tear?

Only a railroad brakeman,

Who toiled for his daily bread—

One moment strong and happy—

The next—lying still and dead.

Of soldiers and sailors and statesmen

You constantly, ceaselessly prate,

But an every-day railroad brakeman!

What do you care for his fate?

In rain, or in snow, or in sunshine,

He always was faithful and true;

Still a brakeman is only a brakeman,  
And what is a brakeman to you?

Only a railroad brakeman!

Speak not in so careless a tone

Of the poor, bruised body lying there

With the mantle of death 'round it thrown.

For God, who sitteth in Heaven,

Yet marketh the sparrow's fall,

Loved the soul of this railroad brakeman

Far more than the world and all.

Only a railroad brakeman,

Who always did his best.

Peace to you, O my brother!

May God to your soul give rest!

LYDIA M. DUNHAM,  
Lehigh Tannery, Pa.

## Statement Of Claims Paid.

PORT HURON, January 1, 1907.

Previously paid .....\$252,140.17

Paid Since Last Report.

|     |   |        |
|-----|---|--------|
| 647 | J. A. McComb, New Castle, Pa. ..\$            | 500.00 |
| 648 | Ed. Watkins, Gdn., E. Syracuse,<br>N. Y. .... | 500.00 |
| 649 | J. S. Brewer, Seattle, Wash. ....             | 500.00 |
| 650 | Geo. Crews, Los Angeles, Cal. ....            | 500.00 |
| 651 | J. R. Sullivan, Indianapolis, Ind. ....       | 500.00 |
| 652 | E. E. Hettman, Joliet, Ill. ....              | 500.00 |
| 653 | Ed. Fisk, Nelsonville, O. ....                | 500.00 |
| 654 | P. L. Snickhammer, Sedalia, Mo. ....          | 500.00 |
| 655 | Thos. H. Moran, Hallstead, Pa. ..             | 500.00 |
| 656 | Geo. D. Johnson, Omaha, Neb. ....             | 500.00 |
| 657 | Fannie Bragg, E. Hartford, Conn. ....         | 500.00 |
| 658 | Mary Gilchrist, Hallstead, Pa. ....           | 500.00 |
| 659 | Hellen P. Beattie, Gdn., Antigo,<br>Wis. .... | 500.00 |
| 660 | S. M. Turbett, Newark, N. J. ....             | 500.00 |

\$259,140.17

Died Since Last Report.

Mae Waltz, of Lodge No. 112, died October 3, 1906.

Mary J. Homer, of Lodge No. 63, died March 13, 1906.

Jessie Van Houten, of Lodge No. 314, died December —, 1906.

Nellie Owens, of Lodge No. 138, died December 13, 1906.

Anna Baker, of Lodge No. 251, died November 19, 1906.

Hilda Cooper, of Lodge No. 16, died December 7, 1906.

Isadore Grabiell, of Lodge No. 7, died December 24, 1906.

Margaret Brooks, of Lodge No. 314, died November 28, 1906.

AMY A. DOWNING,  
G. S. & T.

# TRAIN RULES AND KINDRED SUBJECTS

Send all inquiries to H. A. Dalby, Naugatuck, Conn.

## Movement Of Trains—Continued.

(OLD) RULE 95.—A train must not display signals for a following section, nor an extra train be run, without orders from the —.

(NEW) RULE 95.—Two or more sections may be run on the same schedule.

Each section has equal time-table authority.

A train must not display signals for a following section without orders from the —.

The only provision that is in both of these rules is that sections must not be run without orders from the superintendent or other officer in charge of train movements. The part of the old rule which relates to the authority for the running of extras is not in the new rule of the same number, but is transferred to Rule 97. The first two paragraphs of the new rule contain the same provisions which are so imperfectly expressed by the old code in the definition of "Regular Train" in the words, "It may consist of sections." These words are intended to mean that more than one train may run on the same schedule and that each has equal schedule authority, but the wording is incorrect, and the same thing is correctly expressed in the new Rule 95. The old definition is incorrect in its statement that a regular train "may consist of sections" because every section is itself a train. This definition as it stands in the new Code, taken in connection with new Rule 95, defines correctly a regular train and makes provision in a correct manner for the running of sections.

(OLD) RULE 96.—When signals displayed for a section are taken down at any point before that section arrives, the conductor will, if there be no other provision, arrange with the operator, or if there be no operator, with the switch tender, or in the absence of both, with a flagman left there for the purpose, to notify all opposing trains of the same or inferior class leaving such

point that the section for which the signals were displayed has not arrived.

(NEW) RULE 96.—When signals displayed for a section are taken down at any point before that section arrives, the conductor will, if there be no other provision, arrange in writing with the operator, or if there be no operator, with the switch tender, or in the absence of both, with a flagman left there for that purpose, to notify all opposing inferior trains or trains of the same class leaving such point, that the section for which signals were displayed has not arrived.

This is a rule which, in its old form, called forth a considerable amount of criticism in regard to two particulars, both of which have been corrected by the revision. They will be recognized by comparing the rules, the first being that the arrangement by the conductor shall be made *in writing* rather than verbally, and the second that the operator or flagman shall notify *any* train that may be inferior, not only trains "of the same or inferior class."

The rule is intended primarily to apply to cases where signals are taken down between the initial and terminal station, more particularly at stations where there is no train register. As a matter of fact such a circumstance does not often happen, but as it is entirely possible and liable to occur at any time it is highly important that all concerned shall thoroughly understand how to act so that train movements may be protected.

The train taking down signals may either proceed toward the terminal station, leave that district and go on another district or branch, or it may be taken off the road and tie up at that station. In either case it is essential that trains in the opposite direction be notified that a following section is to arrive. On some roads instructions are issued which are not mentioned in the rule as it stands in the Standard Code. One of

these may be that if the train proceeds on the same district toward its terminal station that it must note on the next train register the fact that it displayed green signals to the point in question.

The words of the rule, "if there be no other provision," are generally accepted as meaning if there is no train register at the station. They may also be construed to mean if the dispatcher does not make any provision by train order for relieving them of the duty.

The new rule requires that the arrangement with the operator or other person shall be in writing and this is a wise requirement. It concerns the safety of trains and should be attended by the same safeguards as a train order. It is also in line with Rule 103 which provides that "messages or orders respecting the movement of trains or the condition of track or bridges must be in writing." It is generally expected, and operators are usually instructed, that in such cases they are to display their train order signals for trains in the opposite direction until the following section arrives. If there be no operator at the station this duty devolves upon the switch tender, or if there is neither, the conductor must leave a flagman for the purpose. These are the only three classes of employees mentioned and it would not be rutable to leave the matter in the hands of any other. If it were at night and there were only a day operator on duty at the station the conductor would probably be justified in calling him for this purpose rather than to leave one of his own men and proceed without a full crew.

The matter of what trains shall be notified in such a case has been the subject of considerable discussion. The old Standard Code rule says "trains of the same or inferior class." Obviously this may not include all the trains interested, as the train taking down signals may have been given right (without specifying sections) over a superior class train to the station where signals are taken down, or an extra in the opposite direction may have been given right over it, without mentioning sections. In the former case the train of superior class should be notified and in the latter case the words, "trains of the same or inferior class," do not, strictly speaking, include extras, as they are not of any "class." The old rule, therefore, does not provide for either of these cases. The new rule, however, covers all cases by the words, "inferior trains or trains of the same class." On a few roads it has been made to cover "all opposing trains," thus leaving no room for doubt as to which shall be notified.

The rule has been modified on some roads to require that the section taking down sig-

nals shall remain at the station until the following section arrives unless it is relieved from so doing by train order. If it is so relieved, of course it devolves upon the dispatcher to protect the situation.

In cases of this kind, as in many others, the good judgment of the men on the train must be called into play. If signals are to be taken down it should not be done the moment the train arrives at the station, lest some opposing train at the station may see it with no signals displayed and may be beyond the jurisdiction of the operator or the train register, so that it would have no notice of such signals having been displayed. This might easily happen at a station where there is a yard. If the yard is of considerable size some other train may be obscured by cars or other objects, or a light engine may be starting out as a train and, though hidden from view, may be looking for the train displaying the signals. It is good practice, therefore, whether there is a train register or not, to allow the signals to remain until ready to leave and to take pains to see that all trains arriving observe them.

When signals are taken down at a telegraph office, if there be no train register, it is well for the dispatcher to see that the operator understands to display his train order signal and notify opposing trains, and on some roads he is instructed to do this, but the men on the train should remember that the rule places this responsibility on them and that no dependence should be placed on any one else. The only way they can be released from this responsibility is by train order, which may be fairly construed as some "other provision," as stated in the rule.

(OLD) RULE 97.—Work extras will be assigned working limits.

(NEW) RULE 97.—Extra trains must not be run without orders from the —.

In arranging the new Standard Code it was the object to keep the instructions contained in each rule under its own number as far as possible. The longer and more important rules have been maintained under their numbers, but it has necessitated, in some cases, somewhat of a rearrangement. This is true of Rule 97. The provision of the old rule of that number is not transferred to the new Code, as it is hardly necessary. The fact that work extras will be assigned working limits is clearly authorized in Form H, which contains the order forms and all instructions for that part of the work. The number in the new Code is utilized for what was formerly a part of Rule 95, as has already been mentioned.

RULE 98.—Trains must approach the end of double track, junctions, railroad crossings at grade, and drawbridges, prepared

to stop, unless the switches and signals are right and the track is clear. Where required by law, trains must stop.

This rule is the same in both the old and the new Code. Local conditions vary largely at each of such places so that the rule merely announces the principle of safety and caution. In many books of rules it is elaborated to apply to existing conditions and almost every time-table contains special instructions for certain localities. The intent of the rule is to make sure that the track, which is liable to be used by another train, is clear before proceeding. That safety may be assured, trains are required to run so that they may be stopped, if necessary, before entering such track. It is the same principle which requires that a train shall be prepared to stop at each fixed signal if it should be in the "stop" position.

A train running from double to single track must know that it has a right to enter the single track before doing so. If approaching a junction where trains from another line may come out on its own main line, due care must be used to prevent collision with such trains. In such cases the duty of watchfulness devolves upon both trains concerned and neither should depend on the other to keep out of the way. At grade crossings of other railroads they should be prepared to stop at the signal if it indicates "stop." If these places are not protected by signals, trains are required by law to come to a full stop, usually 500 feet before reaching the point of danger, as mentioned in the last sentence of the rule. As an additional precaution, in approaching such points, the rules of some roads require the engineman to make an application of the air at a safe distance before reaching it to make sure that a stop can be made.

**RULE 99.**—When a train stops or is delayed, under circumstances in which it may be overtaken by another train, the flagman must go back immediately with stop signals a sufficient distance to insure full protection. When recalled, he may return to his train, first placing two torpedoes on the rail when the conditions require it.

The front of a train must be protected in the same way, when necessary, by the —.

At the last revision there was no change in this rule, but until it was adopted in this form eleven years ago it had been the subject of many a stormy debate both within the meetings of the American Railway Association and elsewhere. Previous to that date the subject matter had occupied three rather lengthy rules and an attempt was made to define in detail the duties of the flagman when protection is necessary. Conditions differ so largely on different roads,

however, that it was a difficult matter to form a rule which would be applicable to all and it was finally reduced to the terms of the present rule in which there is merely an announcement of the principle that full protection must be assured. It is not impossible that the three rules in one form or another which were displaced in 1895 are still in use in a few places.

For the reasons stated above we have the rule in its present brief and concise form. It is not claimed that it is ready to be incorporated as it stands into the code of any and every road and as a matter of fact it is nearly always amended and enlarged before it is adopted for use. For a pattern or a model it could hardly be improved upon and it serves this purpose well.

The first clause of the rule, telling when protection is necessary, is general in its nature and is usually adopted without modification. It provides for a train being stopped or delayed under circumstances in which it may be overtaken by another train. This is quite elastic and leaves much to the judgment of the flagman or to the officer who instructs him. One of the original rules, to which reference has been made, provided for a delay to a passenger train, another to a freight train, and a third when a train is stopped by accident or obstruction. But this part of the new rule is quite brief, although on a few roads there is still the distinction as to the character of the place where it stops, the reason for stopping, the conditions regarding the view, etc. On some roads trains are excused from protection at their regular stops and sometimes at coal chutes, water tanks, etc., unless the delay is unusually long. Sometimes the exceptions also include certain trains within yard limits.

The next instruction is that the flagman "must go back immediately with stop signals." There is no attempt to tell what the stop signals must be. Occasionally a rule is found in which this is specified, but usually it is left to instruction previous to examination. A flagman should keep on hand a red flag for day and a red and a white light for night and a good supply of torpedoes and fuses for both day and night use. When he starts back from his train he should take with him everything which he may need. He should have not less than four torpedoes, and if it be night he should have several red fuses. In dark or stormy weather fuses are frequently necessary during the day. These supplies should be kept on the engine also, as it frequently happens that protection of the front of the train is necessary.

The flagman is required to go back "a sufficient distance to insure full protection."



These few words take the place of an attempt in the original rules to tell just how far he should go back under varying conditions. On a number of roads this matter is regulated by explicit instructions, measuring the distance by the number of telegraph poles or by the fraction of a mile. The distances vary according to grades and curvature of the track and conditions of the weather. Some instructions are in great detail and others are in the few words of the Standard Code. For the same reason that it was difficult to form a rule to suit every one it is impossible to give general flagging instructions to apply to every road. The matter is left largely to verbal instruction by the train master or other officer and even then much depends on the good judgment of the flagman as to how far he should go.

"When recalled he may return to his train, first placing two torpedoes on the rail when the conditions require it." This also is very indefinite and in looking over a number of books of rules we find a great variety of instructions with regard to what the flagman should do while going out from his train, how he shall act while there and also while returning to the train. Without attempting to specify the prescribed course on any one road it may be said in a general way that he is required to go back as quickly as possible one-fourth of a mile from the train and there put down one torpedo on the engineman's side. This is a signal to stop immediately and is a fairly good protection should he be able to do nothing more. But he is required to continue for a half mile and there put down two torpedoes one to two rail lengths apart. This strengthens the protection and should make it quite safe in itself, provided nothing interferes with the torpedoes. He may then return to the point where he put down the first torpedo and wait until the following train arrives or until he is recalled by the whistle of his own engine. The rules of different roads intersperse these instructions with various others, such as (if at night) placing a red fusee 500 feet from the rear of the train; going back a farther distance if grades, curves or weather conditions require; the use of additional caution signals, that is, more torpedoes or fusees; provision for his being recalled when the view from where the flagman stands is less than one-fourth of a mile, in which case the train must be started and moved slowly to a point where there is a clear view for one-fourth of a mile from the rear of the train, when he may return. Usually he may take up the single torpedo if there is no train in sight. Should a train be in sight, however, or a passenger train due,

he is required to wait for it even if his train goes without him.

The above is only a general outline of numerous requirements and is not intended to be representative of any particular road. Readers will probably recognize some points which are familiar. Some rules are made with regard to a train reducing speed, requiring it to throw off red or green fusees at proper intervals, also prescribing certain whistle signals to be given by the engineman on discovering conditions ahead which will require protection of the rear.

In general it may be said that a liberal use of torpedoes and fusees together with good judgment with regard to the distance to which the flagman goes and the action he takes in regard to returning to the train should "insure full protection," as called for by the rule, unless it should happen that a train is following another too closely, in which case, if possible, it should be warned by fusees dropped from the rear of the leading train. The flagman should remember that the time of greatest danger is when he is going back from the train and should make all haste in doing this, putting down one torpedo as soon as practicable, and arranging before he starts to return to leave plenty of caution signals behind him or to know that a following train will have a good view of the rear of his own train.

We need not urge the importance of good, honest flagging. It is one of the most important things in connection with train movements. Yet it is sometimes slighted and many accidents have happened for the lack of it. One word of caution we will offer and that is for roads having a block signal system. We do not know of such a road where the flagging rules are relaxed a particle but we fear the flagman often depends on the fact that there is supposed to be a red signal behind him for the purpose of keeping following trains out of the block. Now, as a matter of fact, some of the worst rear end collisions have happened on roads where good systems of block signaling were in force and some of them could have been prevented by a proper observance of Rule 99. Far better to go to the trouble of insuring good protection by flagman than to allow trouble to ensue, as it has in too many cases.

The last clause of Rule 99 requires the front of the train to be protected when necessary and leaves a blank to be filled by the individual road showing who is to perform this duty. On almost every road this duty devolves upon the front trainman, and if he cannot go or if there be none, then the fireman. A full set of signals for such protection should be carried on the engine

in order to comply with this part of the rule.

RULE 100.—When the flagman goes back to protect the rear of the train, the — must, in the case of passenger trains, and the next brakeman in the case of other trains, take his place on the train.

The new Code makes no change in this rule and it is usually adopted without modification. It usually provides for the head brakeman or the baggage master, in the case of a passenger train, and the next brakeman in the case of a freight train to take the place of the flagman when he is called away from the train. It may happen that the duty falls to the conductor. At any rate, he is responsible for protection of the train, and should make such arrangements in addition to the rules as safety may demand.

1.—What is there in both the old and new forms of Rule 95? 2.—Do you know of any road where signals may be displayed on single track by any authority other than a train order? 3.—In the old Code where do we find authority for the fact that "each section has equal time-table authority"? 4.—Why is it incorrect to say that a regular train "may consist of sections"? 5.—Do you use the old form of Rule 96 and is it just as given in the Code? 6.—Is it considered best to make arrangements in *writing* as prescribed by the new Code? 7.—If you were conductor of a train taking down signals, what kind of instructions would you give about the trains to be notified? 8.—Would you consider this rule in force if signals were taken down at a registering station? 9.—What do you understand by "if there be no other provision"? 10.—If it be the operator who is to notify opposing trains, how is he supposed to hold them? 11.—If neither operator nor switchman were employed, would you arrange with an agent, section foreman or other employee? 12.—Without regard to whether you have the old or the new rule, what opposing trains would you notify? 13.—What precaution should be taken at the station where signals are taken down to see that no inferior train is misled? 14.—What is the only way a train crew can be relieved from arranging to notify opposing trains?

NOTE.—As Rule 99 is so widely different on different roads, we advise a thorough study of the rule as it appears in your own book of rules. Read carefully the information given here and if the points are not all covered by your own rule ask your superiors for definite instructions as to how to act under the various circumstances which may arise. Let us remind you again that this is one of the most important rules and it should not only be thoroughly understood but strictly obeyed.

### LOCKING A TURNABLE.

A question comes from Ohio asking if it is practicable to lock a turntable when not in use; that is, to lock it with a padlock in addition to the latch or lever which holds it in position. It seems the question came up in the course of a law suit against a railroad company in that state.

We confess we have never given particular thought to the matter. It is our impression that they are not usually locked, unless it be at outlying stations where no employes are near, and even then it is not a general custom. At a shop or round house where it is in frequent use it would probably be considered a hindrance to the service in that it would require some time to handle the lock and would not serve any useful purpose.

What do the readers of the JOURNAL say? Can you answer?

### FUSEE ON THE PILOT.

A trainman in the Northwest writes to us about his experience in trying to stop an opposing train on seeing that a collision was imminent and asks as to the wisdom of his action.

He says the conductor and engineman of his own train through an oversight were running against a first-class train on single track and saw the train approaching at a distance of about two miles. It was night and the headlight was burning properly on each train. He was riding on the engine and (presumably) was the head brakeman. He took a fusee and went to the pilot of the engine with it, thinking to add to the warning of the headlight and assist in bringing the other train to a stop. He stood on the pilot beam, having no doubt that he could accomplish his object, until he saw that it was becoming dangerous and then started back toward the cab. While on the running board he saw that a collision was unavoidable and jumped, the result of which was a broken leg. He asks if he did right in displaying the fusee on the pilot and says he asked his superintendent the same question but he did not receive much satisfaction in his answer.

Of course a person at a distance is not so well qualified to answer a question of this kind as one familiar with the location of the accident and all the surrounding circumstances, but our opinion would be that the trainman should be commended for his effort to prevent the collision. It would seem, however, that a red lantern would have been a more effective signal than a fusee and the rules of the road certainly must have required a red lantern to be carried on the engine. Possibly it was not within easy reach, but we think it should have been. Perhaps he thought the fusee would produce a larger and better light, as

it would of course be displayed near to the headlight, but of this there may be some doubt. A red light swung as a stop signal would attract attention as quickly as anything and could in all probability be easily seen by the other train if it were in view, even though it were close to the headlight.

Some interesting questions naturally arise. If the trains were two miles apart when the inferior train discovered the situation and an attempt was immediately made by the engineman to stop his own train and by the brakeman to attract the attention of the other, the latter being a passenger, does it not appear that they might have stopped and not have come into collision?

In this connection it is of interest to mention an electric headlight so constructed as to throw a bright light upward into the sky as well as forward along the track, and this light is red, making a danger signal that can be seen for a long distance and in many locations it would be visible where the track is not straight and the regular light could not be seen. It would seem a valuable application of the headlight and in a case like the one before us might prevent the result which happened.

Our correspondent does not state whether his train was encroaching on the time of the superior train by reason of misreading or forgetting a train order or whether they simply overlooked its schedule time. If the former, we would ask if it is the rule on that road for conductors and enginemen to show their orders to their firemen and brakemen. There is such a rule on almost every road, but is it practiced? Even if there is no such rule, is it not a good practice? Our opinion is that for their own personal safety, if nothing more, firemen and brakemen should watch the progress of their train as regards train rules and train orders. They should see and understand all orders received if for no other reason than to become familiar with their use and to know the method of handling trains by telegraph. They expect promotion, why not prepare for it?

But how about the case of this man? Did he do right and could he have done better? Let us hear from others. Have you ever been in a like situation? What would you do? Go to the pilot or stay in the cab? Would you take a fusee or a red lantern?

#### WE WANT INFORMATION.

In regard to roads adopting the Standard Code according to the last revision. If you know of any such please write us. Tell us if the rules are the same as what we have published or, if not, in what respects they differ. Let us know of any

questions that have been asked or of any discussions that have arisen. The new Code is very much better than the old, but there is much that will be questioned and perhaps some parts to which objection will be made. These things will be interesting and instructive. Let us talk about them in the JOURNAL.

#### QUESTIONS.

150.—“There is quite an argument on our division about a couple of orders. No. 84 is superior to No. 83 by direction. Order No. 1 reads: ‘No. 83 has right over No. 84 A to G.’ 83 comes to B and gets Order No. 2, which reads: ‘No. 83 will meet No. 84 at F.’ Then goes to D and gets Order No. 3, which reads: ‘Order No. 2 is annulled.’ What is to be done by No. 83 and No. 84?”—H. G.

ANSWER.—Order No. 1 makes 83 superior to 84 in every way, just as though it were by time-table authority. Order No. 2 makes the meeting point at F and No. 83, being the superior train, holds the main track. Order No. 3 annuls the meeting point and leaves Order No. 1 unaffected. No. 83 is still the superior train and continues as though Order No. 2 had never been issued.

151.—“We received the following order at our initial station: ‘Order No. 5: C. and E. No. 5 and No. 7 at B. Trains numbers 3 and 6 are annulled this date December 22d.’ Odd numbers run north and are superior to south bound trains. Have I any right to take this order and proceed on it from a terminal without a clearance or a release? I claim the order is no good as a running order without a clearance or a release, as I have nothing to show if I am No. 5 or No. 7.”—J. S.

ANSWER.—The questioner does not tell us what the rules are with regard to leaving an initial station, so that we may not be able to give a satisfactory answer. If they are, as is usually the case, that a train must not start without an order or a clearance card, we should say the receipt of this order or any train order, would permit it to proceed. If the rules are something different, we should be glad to learn something more about them.

Our correspondent mentions a clearance or a release. As we understand it, where both clearances and releases are used, the former is to allow a train to proceed from the initial station (or other stations, if the rules require) when the train order signal is clear, and the latter is to permit it to proceed when the signal is at stop. As the name suggests, it *releases* the train from the stop signal and also tells what train or trains the signal is displayed for. We should be glad to hear more of this subject also.



There is no free list.

Send all remittances for subscriptions to the Grand Secretary and Treasurer. See Section 30 Constitution, Grand Lodge.

Letters for this department must be written on one side of paper only, written with ink and must be at the office not later than the 12th of the month to insure insertion in the current number.

All changes of address, communications pertaining to the Journal, etc., should be sent to the Editor. Do not send resolutions.

When the Journal does not reach you, immediately give us your name, correct address and the number of your Lodge.

## Dubuque, Iowa.

Nearly one hundred thousand working men banded together in an organization known as the Brotherhood of Railroad Trainmen with an understanding among themselves that as an organization they are to be strictly and positively non-partisan, and understanding that as individuals and citizens their membership includes intelligent men of every party named on the official ballot, are listening every month to, and endorsing by their silence, an arraignment of one political party by their authorized JOURNAL.

True enough the arraignment is accomplished by hammering assiduously over the head, certain men, leaders, and declaring that the attack is personal. The author or authors of these attacks know and understand perfectly that their endorsement of the political leaders of any political party is a practical endorsement of the party, for the leaders frame the advertised policies, and their declarations are the platforms of their parties. They know as well that the arraignment of the leaders of a political organization is virtually an attack on the party itself, especially so when the attack is made upon men, not because of their personal character, but because of their attitude in political campaigns, and because of their use of power as party leaders to effect legislation endorsed by their party or to defeat legislation which their party opposes.

On page 1011, RAILROAD TRAINMEN'S JOURNAL, November, 1906, is a paragraph reading: "The Speaker of the House, regardless of who he may be, is simply the creation of his party. When it makes rules turning over all of its rights to a set of men, it should be held responsible for their acts."

Suppose that it should. Is a non-partisan labor publication the place to advocate the overthrow of any political party, when its pages belong to one hundred thousand men whose membership is divided among the different political organizations, and some of whom even dare to disagree with it

on questions vitally concerning the advancement of laboring men?

Yours respectfully,

CHAS. W. MILLER,  
S. A. Walcott, Lodge No. 60, B. of R. T.,  
2063 Couler Ave., Dubuque, Ia.

NOTE.—In the zeal of the writer to "come to the rescue" of Speaker Cannon he overlooked the fact that the article to which he referred specifically stated that "The Speaker of the House, regardless of who he may be, is simply the creation of his own party and it should be held responsible for its own acts." The party in power adopts certain rules for the government of the House and legislation and it is not partisan in the least to call the attention of an interested one hundred thousand JOURNAL readers to the fact that through a House arrangement and by the assistance and insistence of the Speaker of the House, legislation for which they have declared was opposed and defeated. There is no intent to become partisan in criticising the acts of Congress, or the individual members of Congress, and it makes no difference to this JOURNAL whether the body, or any of its members, belong to one party or the other, when they take it upon themselves to oppose measures that are fair and reasonable and demanded by the railway employes of this country, through their organizations, we will hold them responsible for their acts and furthermore will do all we possibly can to let our readers know of their performances.

It will be noted that the writer has entered no objections to our condemnation of Senator La-Follette for his able work in behalf of the Employers' Liability Bill.

But, to show that our comment was not personal but was the expression of this organization through the Seventh Biennial Convention, held at Buffalo, New York, May, 1906, we quote the following resolution:

"Whereas, The Representatives of that party have been in complete control of the Congress of

the United States for the past ten years, and have failed to carry out these pledges, and have also ignored the prayers of the laboring classes for the enactment of such legislation as would prevent the abuse of the power of injunction by Federal judges in labor disputes, therefore, be it

"Resolved, By the Brotherhood of Railroad Trainmen, in Seventh Biennial Convention assembled at Buffalo, N. Y., this 24th day of May, 1905, that we criticise the Representatives of the Republican party in Congress for their failure to make good their pledges with regard to legislation for a further restriction of immigration, and for an effective system of labor insurance, and for their failure to enact proper legislation limiting and defining the power of Federal judges in issuing injunctions."

Fuller (321) and Lee (288) moved the adoption of the resolution. Mabey (87) and Parker (318) moved the previous question. Carried. Motion to adopt resolution carried.

Fuller (321) and Cleveland (609) moved that the resolution as adopted be given to the press. West (47) and Jackson (81) moved that the Convention reconsider action taken on the resolution. Lost. Motion to give resolution to the press carried.

- D. L. CEASE, Editor.

## Political Success Through Fraternal Organization.

How many of us realize the important truth expressed by Abe Lincoln when he said "United we stand, divided we fall." That is an important fact and falls upon our ears at this time as a question, Are we united in one great effort to better the condition of the labor world? Are we united in the grand effort to take the little children out of the sweat shops and put them in the schools where humanity and common sense say they should be? We are not, the answer comes back to us, because of neglect, indifference and ignorance. Listen, I hear you say; well it is an impossibility for every one to obtain an education. So it has been in the past, but the present provides an opportunity for every one who will unite with a union labor organization to obtain a sufficient knowledge of the complicated affairs of the political world, and when that knowledge is once obtained, he realizes his equal importance with his fellow men and demands a right to his opinion. He says I represent the laboring class of people. I want the laboring people's children taken out of the sweat shops and put in school. I want fair compensation for labor. It is fair to acknowledge that some of us have been very well cared for along the advancement of the wage scale. But that is the result of the constant demand of our class of labor, if the demand of our class of labor was limited then the advancement of our wages would be limited also. It has been but a few brief years since the International Association of Machinists was organized and other orders too numerous to mention. They have united themselves in an effort to better their condition, and as a natural result of constant effort have suc-

ceeded in doing so. But we find room for improvement. I do not mean to infer that we are entitled to all that simply because we have exerted an effort; but we enjoy the wages of well based and advanced ideas. Had we never conceived the idea we would not have become organized. Had the great leaders of our race never conceived an idea we would still be idle in the dark ages. Conception of ideas is the advancement of the human race. It has given us all the wonderful inventions and has led us up to our present standard of life; it is the moving current of natural law. Conception of the idea of procuring child labor in preference to that of adults, was an idea conceived by the management of the large manufacturing concerns, and the result of that idea is the miserable conditions which exist among the laboring class of that community.

To return to my subject, "Political success through fraternal organization." It is up to us to advance an idea that will relieve the miserable conditions which our grand old government has so long endorsed and allowed to exist. Labor is sufficiently organized, if properly instructed; I believe our ranks contain sufficient talent to furnish that legal advice which is so essential to our success, but we must first conceive an idea of a system which we can promote to a success; we have paved the way from the origin of our organizations up to the present time and the gate stands ajar for a system that will promote our interests to perfect satisfaction. I can offer no better suggestion than to refer the matter to the Grand Lodge officers of the various organizations and if approved by all concerned, proceed to have subordinate lodges elect delegates to convene and adopt resolutions to be acted upon before the next Presidential campaign. These delegates should be instructed to teach the members of their organizations the importance of knowing who to nominate for the political offices, then, all in one, vote for the man nominated and thus promote our political interests through fraternal organization.

J. E. H., Lodge No. 619.

## Farnham, Que.

The duty of electing officers for the subordinate lodges for the ensuing year has come and passed, and, it is to be hoped, satisfactorily to all. Delegates are finding the time long ere they will have a nice trip to and from the Convention, throw out their chests and wonder if everybody knows "I am the D-e-l-e-g-a-t-e and in my hands rests the future of the Grand Officers and what I intend to do to So and So when I get there." We delegates will wonder "just how many times we will multiply in the Grand Officers' eyes and just how much business we will leave to somebody else or do it all ourselves, and then after we get home and wake up and find we had the worst case of stage fright we could possibly have and live, we find that somebody sat right in front of us all the time and we don't think anybody saw us. We voted because the others voted, but can't say for whom, for which, or what, but we voted,

and that is all we do know, and we had a good time anyway and you will see when the JOURNAL comes out just who was elected and what was done. Brother Morrissey made a good speech. I don't remember what he said. I guess I was out just then, but they said it was good, and Brother Cease is going to enlarge the JOURNAL. I don't remember how or what with, but that is what I understood him to say, and so on. Now, that is about the average text of the home-coming delegate, and I heartily agree with the brother who suggested the reducing of the number of delegates and thereby saving a lot of expense for us—and a whole lot of trouble for the Grand Lodge Officers.

On our line, the Canadian Pacific, we are laid out in divisions. Each general superintendent has a division which will cover about five lodges. Now send one delegate from each division, he to be elected by and represent all the lodges on that division, each lodge with a vote for every twenty-five or less members. For example, a lodge of eight members would have one vote; a lodge with twenty-seven, two votes; a lodge with seventy-seven, four votes, and so on. On other roads, where there is only one general superintendent, and the superintendent's division is not long enough, block it out to every five lodges. This would mean a saving of at least \$140 per day during the Convention on the Canadian Pacific and every other road in proportion. I would like to see a lot of such expense cut down and it turned into insurance. Often our local dues are greater than our dues to the Grand Lodge. The "walking delegate" or salaried chairman is a drain on any order and I can see no good from him. A visit from a Grand Lodge Officer is away ahead. The salaried chairman makes you believe you have a grievance and stirs up strife to hold his job, while a Grand Lodge Officer pours oil on the troubled waters. I cannot understand why we should bar a brother from holding office or serving on the grievance committee while he belongs to any other labor order, so long as he does not serve in the same capacity in each at the same time; for instance, the B. of R. T. and the O. R. C. are doing business jointly all the time, yet one who belongs to both cannot hold any office or serve on the committee or be a delegate. Why is it? Best wishes for the Grand Lodge Officers, and success to the Convention.

Wishing you all a very prosperous New Year,  
I remain, yours in B. L.,

MALCOLM BEATON, No. 371.

Farnham, Quebec.

### Co-operation.

It would seem that advocating co-operation and preaching its doctrines to organized labor would be equally as nonsensical as the "Carrying coals to Newcastle." The fact remains, however, that in Newcastle there are places where coal judiciously placed would be beneficial; and, so in certain problems affecting the labor world there is plenty of scope for arguments concerning co-

operation. The terms trades unions and labor organizations in this article may be regarded as synonymous and applicable to all associations within the category of organized labor.

All such associations are founded upon the basic principle of strength, through co-operation; the theory, and in fact a practical demonstration of its working, is aptly set forth in the story of the old man and his sons, wherein he gave them a practical demonstration by means of a bundle of sticks, as related in Aesop's fables. The logic of the argument as advanced by the old man is the same today as it was then. The principle involved never changes.

Labor organizations advocate the theory of co-operation, yet they practically and really seek advancement by means of individual effort; and when using this term I mean that the effort of the association, which stands alone, is the same as those of the individual, the principle being identically the same. They do not carry to a logical conclusion the doctrines they advocate. This is applicable to all parts of the industrial world, the railway, shop, factory, mine and mill.

The petty tyranny of unscrupulous employers and subordinate officials practically created the necessity for that co-operation of wage-earners from which sprung our present-day Brotherhoods and Unions. The evident unsatisfactory results of the efforts of their protective departments in obtaining the reasonable concessions which they seek, suggests the thought that perhaps they are not using the most effective means at their command in their effort to create those conditions which they desire should obtain.

Today there seems to be a general fermentation manifesting itself throughout the entire country, and on its froth they may read the words which should constitute their slogan, viz: "Reasonable working hours, a commensurate wage, a thorough education for all children, and a comfortable home for those who are willing to work." What is necessary to bring about such conditions? Effective co-operation. This latter term is used advisedly. Why? Because it is through such efficient and complete co-operation they hope to gain that which is theirs by right of honest principles.

Let us consider this question of efficient and comprehensive co-operation, and in point of illustration, we may be pardoned if we use two or perhaps more parallel types of argument. In the first place, let us suppose that two communities have been living in perfect harmony, but some trouble arises which creates a desire in one, which controls the means of livelihood, to prevent the other from obtaining the necessities of life; how ineffective would be that effort should they kill the horse, yet leave the plow in the field; or quench the fire on which the food is cooked, yet leave the larder well filled, and fuel in the vicinity. How easy in the first place would it be for the united efforts of several men to draw the plow, and in latter instance how easy it would be to kindle another fire and prepare the food which is left in the larder. The effort to deprive the community which was to be disciplined would be

absolutely ineffective, for the reason that all means of subsistence had not been removed.

So it is in the industrial world. Today there are several representative committees of the various organizations in session for the purpose of seeking certain reasonable and desirable concessions; some of them have been shuttle-cocked, so to speak, back and forth, for as much as seven weeks by the management of the various concerns; others have failed and the membership has gone on strike and their cause is practically a losing one. Why is it impossible for them to obtain those reasonable concessions which they seek and which are rightly theirs? Simply because they do not in their so-called co-operation really and effectively co-operate.

Sometimes, in order that a general may impress his strength upon the enemy, as well as to determine the position of the opposing forces it is necessary that he make a reconnaissance, and in doing so use all his available forces. The same principle applies to organized labor. The workingmen are not associated together in fraternal bonds of unions for fun or pastime, but to offset and counteract the tendency of the employing class to drive the wage-worker to the edge of the limitations of toleration; therefore, in order that labor organizations may make a proper display of their potency, it is necessary that the membership be in position to show a federated strength which will clearly demonstrate their ability to enforce that right of recognition which is theirs by virtue of their position in the industrial world. But how may this be done? It is essential that each co-ordinate part of the requisite mechanism, or if you prefer, each unit of the personnel of the operating department of any industry, be in harmony one with the other. In order to give force to this argument, let us take several examples of lack of efficient co-operation:

(a) The moulders in a shop may consider they have a just grievance or that they are receiving less remuneration than is right and just. Their committee places before the management their bill of grievances. The management having become previously cognizant of the fact that there is dissatisfaction amongst the moulders, have manipulated the business accordingly, and are in position to say to them, "We refuse you recognition." The moulders go on strike, but the machinists, helpers, stationary engineer and others having no grievance, remain at work. Result: The firm is able to turn out all work which has been contracted for when conditions were obtaining that were satisfactory to all, and the moulders are handicapped, notwithstanding the fact that they are asking nothing that is unreasonable. In true and efficient co-operation when the demands of the moulders were just the refusal of such demands should be the concern of all.

(b) The firemen on a certain railroad are imposed upon to such an extent that their life becomes burdensome, and they present their demands to the management for reasonable concessions, but are turned down, and they decide to strike. The engineers, the conductors, the brakemen and the telegraphers have no grievance with

the company; they have nothing to ask; how futile it would be for the firemen to make an issue of their demands. The company can, by misrepresenting the existing conditions influence the other employees and in a manner operate a portion of the transportation industry. But on the other hand, let the engineer, the conductor, the brakeman and others make the concern of the firemen the concern of all, and show to the management that they can effectually stop every wheel, and see how different would be the attitude of the employers.

These examples of the impotency of the present system of organization are merely given in line of argument. If they provoke thought and are resultant of good, the result desired by the writer has been obtained.

Past efforts have proved conclusively the fact that present organization is inefficient. The divided position in which labor finds itself today is responsible for the ineffectual efforts of the committees which are striving to obtain for the members of organized labor that which is not only reasonable but justifiable.

There is today among the toilers and wealth producers of the nation, a sense of unrest, a sense of insecurity of position, a dread of being dismissed from the service in which they are engaged—all due to the inability of the organizations under present systems to enforce their demands, and especially does this obtain in the railroad world. This unrest could be overcome and a sense of security implanted in its stead were the workmen of the nation to awaken to a realization of their true strength. It can be overcome by sensible and logical co-operation in fact, and not in theory only.

It would be well for the workingman of today to soberly reflect and consider the predicament in which they find themselves, owing to the divided and antagonistic spirit which seems to prevail.

Labor is acknowledged the most vital essential in any community. It is the laborer who produces the wealth with which his wages and the dividends of the stockholders are paid; and, when the wealth producers can be brought to a true understanding of the fact that they have rights to be recognized, and when they will stand together in a solidly federated fraternal body, then, and not until then, will they obtain full recognition of such rights and realize the true meaning of the word Co-operation.

Fraternally yours,

WALTER COPSEY.

La Crosse, Wis.

Most every eligible man on our division is a member of the Brotherhood, still there are a number waiting the required time to become eligible so they may join No. 176. Now we have had election of officers for 1907 and I think we have a good set of officers, but brothers don't leave it all for them to do. Come to the meetings yourself and assist in the work. Don't leave it all for three or four members. There is work

for all of us, so attend all meetings, help the officers and make our lodge one of the best in the Brotherhood. Brothers, get after the non-airs and bring them into camp; the sooner we get them the better. We have three candidates ready and I wish to ask the brothers to let the good work go on. Let us all attend meetings regularly. Bring all the visiting brothers along, for they are always welcome. Make the meetings enjoyable, and others may come if they know you always have good meetings. Some of the brothers who have an engagement, or who go visiting until midnight, instead of attending meetings will ask "What did you do up at the meeting today?" Right there is where he had ought to be hit by an automobile. That is no excuse. What would become of our lodge if every member took that same interest, or non-interest? It is a very poor policy for one brother to depend upon another brother to attend meetings and think there will be enough there to run the meeting without him. Such things will turn out badly to a lodge at times. Those who do attend the meetings regularly are sometimes given no credit for doing so, but are accused of being a "gang" who run things to suit themselves.

Let every member of our Brotherhood deem it his duty to attend every meeting of his lodge unless prevented by sickness or being at work. There are members of every lodge who live but a short distance from the lodge room who have every chance to go to meeting, yet are seldom seen in the lodge room, which is a great mistake. Our order today is in a more prosperous condition than ever before and it should be the wish of every member of it to help keep it at its present standard.

No. 176 is growing every meeting; not only in numbers, but a more friendly feeling exists among its members day by day. No good can be gained in any work unless we all take a hold. We extend a welcome to all visiting brothers who may happen our way. We will do you good.

We are proud of every member who has become one of us.

Fraternally,

FINANCER, No. 176.

### Pittsburg, Kans.

We have been in the background long enough and now we are going to have something to say if we have to fight our way into the field to talk.

At our last meeting, December 16, 1906, we had a fine meeting with a fairly good attendance. We also had installation of officers and were visited by O. R. C. Division No. 383 and were glad to have them come and visit us and hope this will not be the last time. They know that they are always welcome. Co-operate with us. We had three initiations on hand and when it came to that part of the program we hitched up the goat and put him after the candidates, and don't you forget for a minute that he did not know what to do. We have had quite a lot of such work as that lately and "Bill" is getting on to his job now.

We were visited on the third of this month by the Ladies' Auxiliary of the B. of R. T. and surprised by a banquet which was well enjoyed by all. We hope the ladies will come again so that we may be able to return the compliment.

To gain anything at all we must put our shoulders to the wheel and push, get better acquainted with each other and help one another.

All visiting brothers are welcome and will find the latch string on the outside. All that is required of them is to take hold and pull a little and the door will be opened to them.

Yours in B., S. & I.,

N. A. GILL.

### Sunday Work.

Recently I have heard much discussion on compulsory Sunday work, and much dissatisfaction have I noticed from employees who are compelled to work on the Sabbath, especially when it seems unreasonable and unnecessary. I mean by this that this work could be done through the week, but instead it is left over until Sunday. On our road Sunday is considered a day for clearing up what has been left behind and make preparations for the coming week. In railroad work men will labor on this day with a look of willingness, but at the same time they deprecate and object to Sunday work and the service is performed by those men with much reluctance. There are very few vocations at the present time that compel a man to work for weeks and months without a day's rest. But it is much different in railroad work. Men are compelled to work without the semblance of a day's rest. The conditions are such at the present time in regard to Sunday work that they need immediate attention from our committees. Something should and must be done to reduce this service to a minimum. Our committees should not lose sight of this, and as soon as possible ameliorate the conditions of these men. There has never been any interference by the men in this respect, and, as I consider it very important on account of the compulsion, I believe our committee should give this matter much more attention in the future than they have in the past and restrict this unnecessary service. Our committees should produce some remedy to limit this practice. The men employed to perform this service are willing to admit that all Sunday work can not be eliminated, but certainly much of it can be prevented. In most all other occupations if men are required to labor on Sunday or other secular days they are allowed double time. Men with whom I have conversed on this subject employed in other vocations avow that it is exhilarating to receive one day of rest a week, and especially on Sunday. The men employed on railroads should not be judged as heathens and pagans, but exactly the reverse. They enjoy attending church and also rejoice if by good fortune they are granted leave of absence on Sunday. I believe that every fair member of our organization will agree that very many of our brothers are much imposed upon. It is my con-



viction that double time should be allowed for any service performed on Sunday. This remedy will reduce this service to a minimum, and any man compelled to work on Sunday is entitled to that much if not more.

MEMBER OF No. 82.

### Mason City, Iowa.

We are about to pass another year of prosperity and will say No. 9 is still wide awake in getting new members. We had a special meeting on December 22 to initiate candidates and there were six new subjects for the goat with more applications on the table to act on, and I cannot understand why the brothers do not take more interest in the meetings. I know there are some who could attend without losing any time or sleep, but they seem to wait on the others. The merits of an organization are judged by outsiders by the interest the members take in it. It is the duty you owe to yourselves and to your order. Remember we have to pay hall rent for each meeting and it is very discouraging to see only ten or fifteen members present. The officers need your help and you need theirs; and if you know of a brother who has let his dues lapse get after him at once.

We have four roads running into Mason City, and you can see B. of R. T. pins on all of the streets, and any brothers found in our city are always entertained and we are always delighted to see them at our meetings. Let us all put our shoulder to the wheel and push things along for the year 1907 and see what we can do towards better attendance. The new officers need your assistance and with it we can accomplish a great deal.

Business at this point is good. The C. & N. W. and C. M. & St. P. Rys, have all the business they can handle. I wish to thank the JOURNAL for the ring and the Brotherhood chart, which are valued highly and will endeavor to renew thirty subscriptions at least for the new year. To read the JOURNAL is the way to appreciate it. Yours in B., S. and I.,

L. ROBERTS,  
Journal Agent No. 9.

### Chicago, Ill.

An announcement will soon be made by the Associated Press that "P. H. Morrissey and 800 Rough Riders have invaded Atlanta, Georgia. The strategy board from the war department, located at Cleveland, Ohio, is rushing to the scene of conflict. Our correspondent claims they are good marchers, some having 'drilled' for years. (Later.) They have captured one of Atlanta's commodious buildings and are now entrenched. Heavy bombardment is heard from the inside. A reproof is heard, 'You are out of order.' Explosion of a mortar. (Morrissey's gavel.)"

History repeats itself. Forty-four years ago such an invasion of this city would have met with obstinate resistance. And our organization would

be bankrupt paying claims. But today you are received with open arms by the municipality. The key of the town is handed to you by the leading citizens with that show of hospitality for which the South is noted, and not the same spirit which has made Milwaukee famous. I wish to give the young delegates a few pointers before beginning my argument.

Don't undress in the bunk of the sleeper and leave your clothes piled up in the center, then try to crawl into the hammock.

That's the receptacle for your wearing apparel. Just change the order.

Don't lay awake at night, become inflated with a sudden gift of oratory, then go to the convention and complain to the doorkeeper that the entrance is too small, and you feel as big as Jeffries, because after you have entered and watched the proceedings your aspirations will suddenly take wings, and your exit will be noiseless. So to speak, you have shrunken to the size of a bantam weight. And for fear you may disturb the guards you crawl through the keyhole. If you become inspired with the fact that owing to your local reputation, on arising you will thrill the convention with your sudden outburst of oratory, and you picture the Grand Lodge Officers taking to the woods, sneeze and forget it.

Buy a Robert's Rules of Order, study the same, speak and confine yourself to the subject matter at issue, and you will be donating your individual share in expediting the business of the convention. If you have any change to offer relative to the Constitution, anything to add, write it up, condense the same and submit all these matters to the several committees that will be appointed from the chair. When all these important matters that are hurting your head come from the committee rooms, then you can talk and vote on adoption or rejection.

But why is it necessary for 800 men to meet at an expense to this organization of \$80,000 every ten years. We are at peace with the world. No complaints, and God knows there are rules enough in our Constitution to govern half a million of men. And all that is requisite is a compliance with the same. Because Article 4 of our Constitution says so. Now its up to you delegates to change this. Let me submit a plan.

All railroad systems have or should have a General Chairman or General Grievance Committee. Some are salaried. Some are not. No doubt these gentlemen are picked because of their superior knowledge of everything in general. Why not constitute them into a representative body to meet biennially. It could be done without expense to our Grand Lodge. Those systems that have paid chairmen, of course, would be under no expense. On those systems that have not salaried chairmen, an assessment would be levied to defray his expenses, and those lodges that belong to no large railroad system could have a representative from each lodge, the expense to be borne by the Grand Lodge. You would save \$75,000 by this method at least. Also be modern and act upon the suggestions that are published in our JOURNAL. Change Section 3 Constitution

Grand Lodge to read: President, Vice President, First Vice President, Second Vice President, Third Vice President and Fourth and Fifth if the convention wills, instead of Grand Master, etc.

Section 7, Constitution of the Grand Lodge, reads: The Grand Lodge Officers shall be elected at each regular convention and shall hold office two years. Modify that to read six years, instead of two. Submit a resolution to the Committee on Constitution and By-Laws empowering the Grand Lodge to strike out the words Grand Master, etc., and insert the words, President, etc., wherever found in our Constitution, By-Laws and Ritual. Compensation for these officers should be equal to their ability. Your present Grand Lodge Officers have certainly demonstrated theirs on every and all occasions. Shake this organization through a mental sieve and I truthfully don't know one that would be caught in the meshes. Read and reflect on their past performances, and put yourself in their place. Why, brothers, the amount of increase granted alone to switchmen on the first of November, 1906, is more than would pay them a salary equal, if not more than the President of the United States and his Cabinet.

President Johnson, who engineers a few ball teams, rose from \$1,200 per year five years ago, to \$15,000 per annum at present. Don't you begin to realize that Brother P. H. Morrissey and his team plays daily before an audience of 90,000 spectators for less even than Ban Johnson? Is it right? Your Grand Master took off his coat and entered the arena of intellectual combat with the General Managers' Association as opponents in behalf of the switchmen, won out as you have found out, and he is still stripped for action for the second round in behalf of the road men. And I predict the same results. Success has always crowned the banner he leads. Then why not pay for such talent? Let me make known the fact that there is not a stingy bone in a Chicago switchman's makeup. Of course, some become hidebound. That's owing to climatic conditions, but thank heaven is not contagious, and you will find the same in all localities. You require no successors for such talent. I have shown you how to save \$75,000. The question is how to spend the same and be beneficial to our organization. I read an article in November JOURNAL from some brother knocking at our door for admittance. That might have been overlooked, therefore shall try to embody his sentiments in this, for I coincide with his views. The plan is: There are some worthy and unfortunate members who have met with an accident, suffering the loss of a hand or foot, who have their benefits from the organization and are still employed, only in a less hazardous position. They are in the prime of manhood, aside from this disability. Why not allow them to continue paying on their policy the same amount as prescribed by the Constitution, payable only for death? and we could take in for membership a number of others who are switchtenders. Give this serious consideration. I could spread a good deal of ink in defense of this clause. Let this convention become historical in

the archives of our war department at Cleveland. Let it be the last one that it will be requisite to send an individual representative from each lodge. Elect your Grand Lodge Officers for a term of years, as suggested. Leave nothing undone for your successors, for you don't need any. Be good to those brothers who seek Grand Lodge offices, and make provision for their benefit so that they can attend and be heard at their individual expense.

Trips to the conventions want to be relegated to the scrap heap. They are not necessary and are a useless expense. And don't forget to provide for the Home. No doubt Brother O'Keefe will be on hand in the interest of that splendid cause. Loosen up, boys. Make provisions for those unfortunates that are depending upon that leading word of your motto, Benevolence. Again I say, dispense with your pleasure trip biennially and give to charity.

I remain sincerely yours in B., S. and I,  
SQUARE DEAL.

### Kansas City.

Brother McGarry, of Lodge No. 198, has very briefly and clearly presented to you his opinion and ideas relative to reducing the expenses accruing from our biennial conventions. It is an old idea differently told and clothed, and better—it has some merit. It also has opponents in its entirety. I am one. Your belief is well meaning. A great many idiosyncracies of belief may be indulged in without any particular harm to any one. By your proposed system of representation Pennsylvania would control by virtue of having the greatest number of delegates. Nevada would call that sharp practice. It might arouse sectionalism. It appears to me that the costs of all the state, provincial and district assemblies would equal that of a general convention. Where is the economy? You do not absolve the "private" from shouldering the expense. Delegates must be paid. They will expect it. During the embryonic period of our order members frequently served without pay. The warrant was alien—a curio. Such a member today, if discovered, would be heralded as a human monstrosity—a B. R. T. freak. The perpetual desire now of many is to be on the pay roll. Some succeed. If we must have conventions and your plan provides for one, although in a different form—not so voluminous—but from my point of view equally expensive, let's compromise and hold one every four years. That would be an economic change from the present. We demand from the Atlanta delegates a change—a new deal. Everything is transition. There is no stability, no cessation, no rest. Biennial conventions have served their purpose in the past. Let's progress. We know that all things change and the highest service anything can render is to prepare us to outgrow it. Perhaps no man ever purchased or had purchased a pair of boots that brought him more joy than the first pair his father bought him when a child. But the boots were useful to him only because

they were to become useless, and they became useless pretty fast. They served him only as they enabled him to outgrow them. The cradle is only that the cradle may become useless—biennial conventions are only that they may become useless. The same can be said of our Constitution and many of our laws. One law particularly says that we *must* send a delegate. That's wrong. Substitute the word *may*. Sounds more pleasant. That would be economy if a lodge did not desire to send a delegate. Many have said so. Among other subjects to be considered at Atlanta is that of providing for a secret service department not to rival any one now in the field of espionage, but to protect us against impostors and secure us information on various subjects that would benefit all, particularly in the claims department. Let the biennial convention pass in gilded hearses to forgetfulness and decay.

JONES, No. 281.

### The Home.

The following donations have been received at the home for the month of December, 1906:

#### B. R. T. Lodges.

|          |         |          |         |
|----------|---------|----------|---------|
| 1.....   | \$10.00 | 357..... | \$12.00 |
| 6.....   | 10.00   | 359..... | 5.00    |
| 24.....  | 17.00   | 373..... | 1.00    |
| 25.....  | 23.00   | 378..... | 5.00    |
| 29.....  | 5.00    | 386..... | 5.50    |
| 31.....  | 15.00   | 393..... | 15.00   |
| 32.....  | 12.00   | 397..... | 5.00    |
| 38.....  | 2.00    | 404..... | 12.00   |
| 56.....  | 2.00    | 405..... | 5.00    |
| 62.....  | 5.00    | 412..... | 5.00    |
| 71.....  | 25.00   | 421..... | 12.00   |
| 75.....  | 2.00    | 431..... | 5.00    |
| 89.....  | 2.50    | 438..... | 12.00   |
| 85.....  | 10.00   | 445..... | 15.00   |
| 87.....  | 5.00    | 449..... | 12.00   |
| 100..... | 22.00   | 450..... | 10.00   |
| 101..... | 25.00   | 461..... | 12.00   |
| 117..... | 5.00    | 461..... | 2.00    |
| 129..... | 5.00    | 466..... | 10.00   |
| 132..... | 3.00    | 496..... | 5.00    |
| 140..... | 6.00    | 507..... | 12.00   |
| 145..... | 5.00    | 511..... | 12.00   |
| 164..... | 10.00   | 529..... | 25.00   |
| 169..... | 10.00   | 540..... | 25.00   |
| 173..... | 5.00    | 544..... | 5.00    |
| 174..... | 25.00   | 547..... | 15.00   |
| 183..... | 5.00    | 548..... | 5.00    |
| 208..... | 10.00   | 565..... | 10.00   |
| 210..... | 10.00   | 580..... | 10.00   |
| 224..... | 2.00    | 595..... | 4.00    |
| 241..... | 12.00   | 602..... | 12.00   |
| 248..... | 10.00   | 637..... | 5.00    |
| 267..... | 12.00   | 647..... | 20.00   |
| 276..... | 10.00   | 650..... | 2.50    |
| 286..... | 4.05    | 681..... | 10.00   |
| 289..... | 5.00    | 698..... | 5.00    |
| 305..... | 10.00   | 639..... | 10.00   |
| 309..... | 8.00    | 643..... | 1.00    |
| 312..... | 5.00    | 708..... | 10.00   |

|             |      |          |          |
|-------------|------|----------|----------|
| 348.....    | 3.00 | 740..... | 5.00     |
| 352.....    | 5.00 |          |          |
| Total ..... |      |          | \$752.32 |

L. A. T. Lodge.

|           |  |  |         |
|-----------|--|--|---------|
| 373 ..... |  |  | \$ 3.60 |
|-----------|--|--|---------|

#### Summary.

|                                       |          |
|---------------------------------------|----------|
| O. R. C. Divisions .....              | \$ 46.00 |
| B. R. T. Lodges .....                 | 752.32   |
| B. L. E. Divisions .....              | 36.00    |
| B. L. F. Lodges .....                 | 307.95   |
| G. I. A. Divisions .....              | 155.00   |
| L. A. C. Divisions .....              | 45.00    |
| L. A. T. Lodge .....                  | 3.60     |
| James Costello, No. 270, O. R. C..... | 1.00     |
| From a friend, No. 316, B. L. F.....  | 1.00     |
| Members of No. 425, B. L. F.....      | 5.50     |
| Alfred S. Lunt, No. 456, B. R. T..... | 1.00     |
| W. A. Gardner, Chicago, Ill.....      | 10.00    |
| Howard Elliott, St. Paul, Minn.....   | 10.00    |
| F. C. Ullman, St. Joe, Mo.....        | 1.00     |
| F. J. Deema, New York .....           | 5.00     |
| F. Ustick, Aurora, Ill.....           | 7.70     |
| Miscellaneous .....                   | .36      |

Total .....\$1,388.43

#### Miscellaneous.

One quilt from No. 359, G. I. A.  
Two quilts from No. 349, L. A. T.  
One box of canned goods and supplies from No. 366, G. I. A.  
One box of cigars from M. J. Condon, No. 83, O. R. C.  
One box of cigars from McGinty & O'Brien, Chicago, Ill.  
Cigars and tobacco from L. A. C. School of Instructions held in Chicago, Ill., in October, 1906.

Respectfully submitted

JOHN O'KEEFE,  
Secretary and Treasurer.

### Seattle, Wash.

It must be interesting to the American people to learn that some citizens of the Japanese Empire, who are having the benefits of American opportunity and education, have come to the conclusion that Uncle Sam wouldn't amount to a hill of beans in a war with Japan.

At least, so far as the Hearst News Service was published throughout America, that was the import of the cablegram from Paris, published on a Sunday morning.

It should be observed in this connection that Consul General Miller, who has resided at Yokohama for a long time, is also of the opinion that Japan is secretly preparing for war with the United States. If Consul Miller be correct, then why may it not be true that a Japanese residing in some American city has written to French journals precisely, as these publications treat the matter so seriously? Without stopping to comment upon the very discourteous attitude of a man who is receiving the same rights in this country that any American citizen is receiving, when he tells a lot of Frenchmen that it wouldn't

take Japan only the twinkling of an eye to wipe the United States off the map, let us proceed to some facts.

Who is this nation, five thousand miles across the Pacific, which sends out emissaries to strut around like bantam roosters ready to pick up a fight with anybody who dare resent such conduct?

Until one of America's greatest naval officers, Commodore Perry, fifty odd years ago, forcefully opened up the principal port of Japan to the commerce of the world, that nation was considered to be barbarous and apparently the "consideration" was justified.

For more than fifty years the Japanese have been treated as brothers by the great Western Republic and during her struggle for independence and the assertions of her rights to be recognized as a progressive and modern nation, Japan has had the sympathy of Uncle Sam and everything for which that name stands. A few years ago she got into a war with the most antiquated nation on earth, so antiquated that the multiplicity of her population was about the only consideration for her recognition as a nation at all.

Naturally enough, a nation that had been taught progress along modern lines, found it not difficult to whip China into line, even though the population of one was ten times greater than the population of the other. But after that, and when that same Chinese people undertook to drive out the representatives of the Western Hemisphere, and to do so brought on the "Boxer war," what happened?

A half dozen European nations, with Uncle Sam's Marines at the head, fought their way to Peking and rescued the Ambassador of those nations, and did it as heroically as any troops ever won a battle under Napoleon.

But what was the relative strength between the European troops that fought their way to Peking and really put down the Boxer war, and the aggregation which represented the uprising in China? It was that of one thousand to one.

In comparison with what the Japanese accomplished in China during that great strife, that which the European naval forces, with Uncle Sam's blue jackets at their head, accomplished in the Boxer war is the comparison of the dullard and scientist.

To be sure Japan licked ancient Russia, whose troops, though numerous, were fighting with the facilities of war modern only in the days when Napoleon marched to the Russian capital in the dead of winter, and was defeated only because the Russians preferred starvation and freezing to defeat by the army under Napoleon.

We well know that at the contest of Port Arthur most heroic efforts were made and that results were accomplished only by the grandest bravery the world ever knew, combined with the employment of the most modern implements of war.

But don't let Japan think for a moment that she would have a soft snap with Uncle Sam if they ever got into a tussle with him, because she was able to lick a lot of Chinamen who could be driven like sheep to the shambles ten

years ago and a lot of Russians so ignorant that they never learned to read or write and who were fighting for ten cents a day, instead of under the stimulus of a patriotic ambition.

We know that Japan has a good navy, that it is well manned and that it has been able to hold its own and make good every time with every nation with which it has fought down to the present, but let us not reckon with Uncle Sam along these lines. Uncle Sam not only has a better navy than Japan ever dreamed of, but it is better manned and can vanquish the navy of any nation on the face of the earth. If Japan ever declares war against Uncle Sam and she isn't put out of business inside of six months then it will be because she is a better fighter than the Spaniards were in 1898.

We don't care how civilized Japan has got to be all of a sudden, but when she pits her 45,000,000 of people against 90,000,000 of Yankees she will find out almighty quick that she isn't fighting morphine eating Chinamen nor ignorant and serf burdened Russians.

We are getting almighty tired of this young bantam of the Pacific, strutting around the international barnyard, with a chip on his shoulder and seeking a fight without regard to who his opponent may be.

This constant iteration that we have heard for the last six months that Japan can lick the United States in any war, reminds us of the boasting of the Spaniard who for fifty years honestly believed that if he ever got a chance at Uncle Sam he could wipe him off the seas, if he didn't wipe him off the North American continent.

The Spaniard grew so bold in his boasting and his insults that one day he blew up an American warship, and then he saw an explosion that reminded him of all that his religion had taught him of hell. That was on the 15th day of February, 1898, and on the 10th day of August of that same year there wasn't a vestige of a Spanish navy left upon any seas. Not only that but there wasn't a Spanish possession left in the Atlantic or the Pacific ocean. So let Japan take warning. Her people are being treated the same as American citizens everywhere in this country, and that is all they should receive—and that's all they'll get.

If they send their young men above twenty years of age to the United States to gain an education, those young men will be subjected to the same rules and regulations that govern American youth, and the threats of all the scribblers in the world won't cut any figure.

When 'Frisco, or Portland, or Seattle, says that those young men shall attend night schools and not crowd out American children from the day schools, those Japanese will obey the order just the same as though they were born in this country, and just the same as American boys do.

Now here is the answer to the Japanese, but it is given under this alleged threat of Japanese in America, through French channels. But if war should occur, just watch these predictions.

First.—Inside of six months there wouldn't be vessel of the Japanese navy afloat on any waters.

Second.—That little island over there in the North Pacific measuring 147,000 square miles, or about twice as many as are contained in the state of Washington, would be wiped out as a Japanese nation altogether.

Third.—Instead of an Empire, represented by a lot of "boastful bantams," the Stars and Stripes would be floating from every masthead in Tokio and Nagasaki. Instead of forty-five millions of people living like bees in hives there would be a scattered population, just as Uncle Sam might dictate, and they would be the most obedient people in the world.

No. 196 is progressing nicely at this time and we hope to have the banner lodge of the Pacific Coast in the near future, as every member seems to have taken a deeper interest than heretofore, and is endeavoring to do his best for the welfare of our order, by getting applicants and attending meetings. Business has been brisk all the fall and winter on both the Great Northern and Northern Pacific, and they have experienced considerable trouble in securing experienced men to handle the trains. Seattle will be a good railroad center in a year or two, as three other roads are building toward here as fast as possible. We then hope to build up No. 196 to the largest membership possible. Fraternally yours,

C. J. JUDKINS,  
Secretary No. 196.

### New Wage Settlements.

The JOURNAL publishes a few of the recent agreements that have been made by the Brotherhood committees. There are no cent an hour, twelve hours a day, schedules in this lot. They are all good ones, up to grade, and cover quite a bit of railroad territory.

#### CLEVELAND, O., DISTRICT.

By arrangement with committees of the Brotherhood the following lines agree to pay rates of one cent per hour less than the new Chicago scale: C. C. C. & St. L. Ry., effective November 1st; N. Y. C. & St. L., Erie R. R., Pa. R. R.; effective December 1st; B. & O. R. R., and W. & L. E. Ry., effective January 1, 1907.

#### CINCINNATI, O.

The following yards pay the new Chicago scale, effective December 1st, 1906: B. & O. S. W. Ry.; C. C. C. & St. L. Ry., and C. H. & D. Ry.

#### INDIANAPOLIS, IND.

Effective January 1st, 1907, the Indianapolis Union Ry., C. C. C. & St. L. Ry., and other lines maintaining yards at this point, pay uniform rates, with a minimum increase of four cents per hour. The increases on the Pa. R. R. become effective December 1st, 1906.

#### OMAHA, SOUTH OMAHA AND COUNCIL BLUFFS.

All yards at these points represented by Brotherhood committees are now paying the new Chicago scale.

#### ST. LOUIS & SOUTHWESTERN RY.

Rates increased four cents per hour, effective December 1st, 1906.

#### OREGON SHORT LINE.

New Chicago scale in effect in all yards November 1, 1906.

#### OREGON RY. & NAVIGATION CO.

New Chicago scale in effect in all yards December 1st, 1906.

#### SAN ANTONIO & ARKANSAS PASS RY.

New Chicago scale in effect in all yards December 1st, 1906.

#### CHICAGO, PEORIA & ST. LOUIS RY.

Yards at East St. Louis, Ill., new Chicago scale effective December 1st, 1906.

#### FRISCO SYSTEM.

The new Chicago scale effective in all yards West of the Mississippi River, November 1, 1906. Yards East of the Mississippi, except Birmingham, increased relative rates.

#### INTERNATIONAL & GREAT NORTHERN RY.

Rates in all yards increased four cents per hour, effective November 1, 1906.

#### WIGGINS FERRY CO.

Yards at St. Louis, Mo., and E. St. Louis, Ill., new Chicago scale effective November 1, 1906.

#### COLORADO & SOUTHERN RY.

Rates in all yards increased four cents per hour, effective November 1, 1906.

#### WISCONSIN CENTRAL RY.

Rates in all yards increased four cents per hour, effective November 1st, 1906.

#### MISSOURI, KANSAS & TEXAS RY.

Rates in all yards increased four cents per hour, effective November 1st, 1906.

#### SOUTHERN RY. (St. Louis-Louisville Lines).

East St. Louis yards increased four cents per hour, effective November 1st, 1906.

#### TEXAS & PACIFIC R. R.

Rates in all yards increased four cents per hour, effective November 1st, 1906.

#### KANSAS CITY SOUTHERN RY.

Rates in all yards increased four cents per hour, effective November 1st, 1906.

#### ILLINOIS CENTRAL R. R.

Minimum increase of four cents per hour in all yards, and other increases granted, effective December 1st, 1906.

#### PITTSBURG SWITCHING DISTRICT.

Effective January 1, 1907, rates for yardmen in all principal yards in this district are as follows: Day conductor, 35 cents; night conductor, 26 cents; day brakeman, 30 cents; night brakeman, 21 cents. Ten hours or less to constitute a day's work. The former rates were: Day conductor, 30 cents; night conductor, 21 cents; day brakeman, 23 cents; night brakeman, 24 cents, and men regularly employed were generally paid twelve hours for eleven hours' work.

#### MICHIGAN CENTRAL R. R. (Canada Division).

Rates for night yard men increased four cents per hour; day yard men, three cents per hour,

**PENNSYLVANIA LINES WEST OF PITTSBURG.**

Effective December 1st, 1906, minimum day of ten hours, established in all yards which have heretofore been on a twelve hour basis. Material increases granted, based largely on comparative rates with other lines.

Rates for road men are also increased ten per cent and many beneficial changes made in the rules.

**NEW YORK HARBOR DISTRICT.**

Effective December 1st, 1906, the New York Central R. R. increased the rates of pay of its yard men in the New York Harbor District five cents per hour. Other lines, excepting the Staten Island R. R. and the Long Island R. R., increased the rate for yard men four cents per hour, effective December 1st, 1906, and agreed with committees of the Brotherhood to arbitrate the question of whether or not the men would receive an additional one cent per hour. The Staten Island R. R. increased rates four cents per hour, effective December 1st, 1906. The Long Island R. R. increased rates for conductors  $4\frac{1}{2}$  cents per hour, and brakemen  $3\frac{1}{2}$  cents per hour, effective December 1st, 1906. The negotiations for the New York Harbor District were conducted exclusively by committees of the Brotherhood, assisted by a Grand Lodge officer.

**NEW YORK CENTRAL & HUDSON RIVER R. R.**

Following negotiations with the general committee of the Brotherhood for this system, rates of yard men are materially increased, the minimum increase being five cents per hour, and all yards placed on a basis of ten hours for a day's work.

**UNION PACIFIC R. R.**

Rates in all yards increased four cents per hour, effective November 1st, 1906.

**CENTRAL R. R. OF GEORGIA.**

Our general committee for this system has negotiated an agreement for brakemen, flagmen and yard men, under which material increases in wages are granted, and overtime on through freights is paid on a basis of speed of  $12\frac{1}{2}$  miles per hour. A new set of working rules was obtained which betters the conditions of the employees interested.

**DELAWARE, LACKAWANNA & WESTERN RY.**

The joint general committee of the O. R. C. and B. R. T. for this system recently negotiated an amended agreement, wherein the road men are given a fair increase in wages. Some of the working rules are also amended.

**WABASH R. R.**

The joint committee of the O. R. C. and B. R. T. for this line recently concluded negotiations with the management whereby a new schedule for road and yard men became effective December 1st, 1906. Some of the wage rates were increased and the rules changed for the better. An increase of four cents an hour was made in all yards of the system.

**RICHMOND, FREDERICKSBURG & POTOMAC RY.**

A new schedule is effective on this line November

1st, 1906, for brakemen, baggage and yard men. It increases rates of wages materially and shortens the working hours of the road men.

**PHILADELPHIA & READING R. R.**

After months of effort the general committees of the B. L. E., B. L. F., O. R. C. and B. R. T. for the P. & R. System have settled with the management, as a result of which circulars are issued governing the working conditions of the men employed in engine, train and yard service, effective December 1st, 1906. Increases in wages of about 10 per cent for all classes of employees represented by the organizations, were also secured. Committeemen of the B. L. F., O. R. C. and B. R. T., who had been unjustly discharged because of service on committees, when the matters were first taken up, were reinstated. For many years this road has opposed organization, and for a time it looked as if extreme measures would have to be resorted to in order to secure to the men the right to belong to organizations and be represented by committees in dealing with the management. The committees of the four organizations and the Grand Officers co-operated and worked harmoniously to the end. The settlement insures not only better pay and working conditions for the men on the Reading Road, but establishes their right to be members of the organizations of their choice. It is confidently expected that after this settlement all opposition of the management to the organizations has been removed, and that the employees and the company will have a better understanding of their respective rights.

## As To Railroad Wrecks.

One half of the accidents on the railroads today are caused through the fault of employees either asleep at their post or worn out and unstrung by excessive hours of labor. There are employees who desire to make large earnings month by month without due regard to the value of the service they render to the public. West of the Mississippi trainmen are employed on the mileage basis and are not always mindful of the risks they take themselves or the risk they inflict on the public. It may be premature to anticipate good results from the purpose of the Interstate Commerce Commission to investigate not only the awful railroad wreck of the B. & O. Road, but other recent disasters, including the rear end collision which cost the life of Samuel Spencer and the lives of his several companions. But the fact that the Commission's examination may lead to action by Congress is enough to justify hope that Federal authority over railroads may be extended to increase the measure of protection now given to passengers. The authority of the Commission to undertake this investigation is found in a Congressional resolution adopted last June. That resolution directed the Commission to "investigate and report on the use and necessity for block signal systems and appliances for the automatic control of railway trains in the states." Because of this resolution the Commission may examine into the cause of the Terra Cotta disaster and of other similar calamities where the loss of life was attributable either to de-

fective signaling on the part of the flagman or to the failure of engineers to pay heed to signals properly set. Where catastrophes occur through the neglect of engineers to observe and to obey signals, all the investigation the Commerce Commission may undertake and all the legislation Congress may adopt from now till doomsday will not result in the saving of a single life. The only protection against the carelessness of engineers and flagmen is the infliction of such exemplary punishment upon those who survive their own criminal responsibility that other flagmen and engineers will be warned to greater caution. It should be possible for the Interstate Commerce Commission with its extensive powers of search to determine whether present methods of railroad signaling are as perfect as human skill and ingenuity can make them. The fact that ordinary signals are easily blanketed by fogs and obscured by mist alone suggests that Congress should impose upon railroads a law providing, under heavy penalties, for extraordinary precautions when weather conditions make the usual safeguards uncertain. It should be the function of railroad experts to advise the Commission as to what form those extraordinary precautions should take. If the customary signals on the Baltimore & Ohio had been supplemented by emergency signals more than fifty people who then perished would be alive and scores of others would have escaped mutilation and shock. Mr. James J. Hill, who it may be admitted, knows something of railroading from the inside, recently said: "Every time I undertake a railroad journey nowadays, I wonder whether it is to be my last. The thing has grown to be uncertain. It is a fact of knowledge to every railroad man that in this day from two to three trains enter at times into every block of every system in the country. There is danger in it." Recent events lend peculiar force to Mr. Hill's remarks. The Interstate Commerce Commission and Congress may profit from what he says, as well as from the circumstances that provoked him to say it. Well, brothers, "more light," not only for the Brotherhood of Labor but also for the Brotherhood of Capital.

ALFRED S. LUNT,

Lodge No. 456, B. R. T.

### East St. Louis, Ill.

The writer read in December's JOURNAL hints by the Editor as to what in his opinion would come up before our next convention. I wish to add a few measures, also endorse one suggested regarding the insurance. I, like yourself, believe a Class C policy should be three times as large as a Class A, also should cost three times as much as a Class A policy.

I also believe we should provide Christian burials from our General Fund for all our members, beneficiary or non-beneficiary. This could easily be done by collecting grand dues twelve times per year instead of eight. Money created in this manner should be paid out upon telegraphic notice of the death of a member.

We should place a reward upon the members, who in our infancy built the foundation for this great and noble Brotherhood. We should show our appreciation for the "old timer" that banked his all in this noble work. Therefore, I believe it proper and just that after one has had a continual membership for twenty-five years that we issue him a paid-up policy good for face value at total disability or death, and said members to discontinue payment to the beneficiary fund. We owe this as a debt of gratitude and if we fail to make this provision we will all live to see the years roll by when we, as they, are wondering where our next month's dues will come from.

We should discontinue the practice of compelling our members employed by arbitrary or unfriendly officials of bearing the burden of the expense for maintaining the dignity of our Brotherhood. I'll cite you two systems in support of my argument. The Missouri Pacific-Iron Mountain System—has paid nearly \$15.00 per man for Grievance Committee assessments for the year 1906, and the Terminal Railroad Association has paid less than \$1.00 per man. I contend that it is as much to the interest of the Terminal brother that the Missouri Pacific brothers be successful as for himself to be. A failure to one is an injury to all. Therefore, I believe in lieu of the present system of collecting Grievance Committee assessments that we should collect a Grievance Committee fund by assessing each member holding position with companies that we assume to legislate for, to the amount of twenty-five cents per month per member. While this system might raise the expense of our Brotherhood with some it would be a great saving with others, and would materially increase our membership on such roads as we need them most and would equalize the expense of our Brotherhood to a great advantage to us all, and I am of the opinion that the fact of our committee being backed up by a fund of \$100,000 or more would be a great incentive to those general managers and assist them materially in making up their minds, and hence a short session.

We need more men in the field and we need more frequent advice, and I say let us make room for as many advisers as is necessary to thoroughly cover the field.

To successfully bring about those changes mentioned above it would require an increased expense to some individual members of about \$7.00 per year, while to others it would be a saving of more than that sum, but for argument's sake suppose it was an increase to all, who could complain after his insurance had been raised \$150.00, provisions made for a burial fund of \$100.00 and his salary recently raised about \$140.00 per year, all through the leadership and wise advice of our Worthy Grand Officers? I believe those changes are essential to the future welfare of our Brotherhood. No stone should be left unturned that would assist in their fulfillment.

Respectfully yours in B., S. and I.,

EUGENE WALTON.

# EDITORIAL

Vol. xxiv.



No. 2

## A Bill To Regulate The Hours Of Railway Duty.

January 10, 1907, the Senate passed a bill to regulate the hours of railway service. What has been accomplished thus far is to be placed to the credit of Senator LaFollette, who seems to be the only Senator having courage sufficient to take up a measure that purposes to regulate the hours of service and through it the safety of employes and the traveling public.

The railroad companies, one and all, are opposed to any measure that will destroy their right to urge men to remain on duty after they have served longer than safety warrants. The state laws protect the employe, in some instances, from excessive hours, but there is no legal obstacle to an employe continuing service after a certain number of hours, if he wants to. In defense of this "right" to accede to the wishes, or demands, of his employer, the railway train and engine men remain continuously in service after their powers are deadened and perceptions numbed to the extent that they are unsafe.

The railroad companies have been very active in misrepresenting the effect of such a bill to their employes. They have told them of the probability of being within five miles of home and then forced by the law to remain there for ten hours before they could proceed. They have appealed to the cupidity of the "mileage fiend" and told him how his wages would be cut down, etc.

They have counseled their men to protest against a measure of the kind and many of the men have done so and signed protests that were inspired and ordered by the railway companies.

Every railroad man knows just how much good he is after he has been sixteen hours in service. If railroad trains as now made up can only run an average of five to six miles per hour and must use from twenty hours, to any length of time, to get over anywhere from 100 to 175 miles of track, the plan of operation is unsafe. Let the mileage running rate be increased, and tonnage cut down so trains can make time. If this is done and all trains equipped with automatic appliances, as the law says they must be, freight trains can make 15 to 25 miles an hour and get over the division instead of "boating" along at the present rate that keeps a man out longer than he can safely work.

It makes no difference whether a man works by the day or the mile so far as time goes. The railroad man who wants to make 20 hours for the sake of making the extra money is willing to risk his own life and that of every person on the same division with him. He ought not to be allowed to do it and the railroads that endeavor to prevent a continuance of their criminal performances ought by pressure of public demand be brought to book for ac-



cidents, in a way that would force them to demand legal protection against the time fiend, who will risk everything for overtime.

In bringing the question before the Senate, Senator LaFollette introduced the accompanying proofs to back up his plea for the law:

"I am not unmindful of the fact, Mr. President, that during the present session quite a number of protests against this legislation have been received by Senators from railway employees. Some have been presented to the Senate, some have not been presented to this body. I believe that the railway companies have exerted themselves to secure from the employees a disapproval of this legislation. I need not enlarge upon the readiness with which it is possible in that service to in some measure coerce the judgment and the action of those who are working for railroad companies.

"The Senator from Wyoming (Mr. Warren) presented some letters, which were printed in the *Record* of yesterday, making protest against this legislation. I have been advised by other Senators of the receipt, upon their part, of letters from railroad employees in their respective states urging opposition to this bill. I have here a communication from a member of one of the railway organizations of this country. I will not give the name of the writer of this letter nor will I locate the lodge or the order of which he is a member. I will submit the letter very cheerfully to the examination of any Senator on this floor who may desire to see it. This letter is addressed to Mr. Fuller, the legislative representative of the railway organizations of this country, who, I think, for some seven or eight years, has been in attendance upon the sessions of Congress. It is dated January 7, 1906. It was received but a few days ago, and since January 7, 1907. It reads as follows:

"Mr. H. R. Fuller.

"Dear Sir and Brother: The inclosed unsigned resolutions were handed to one of our members by Mr. E. T. Lamb, division superintendent of the Southern Railway, with a request that our division indorse the same. But we are not doing it with a rush. I am directed by my division to send the same to you to find out more particulars in reference to the same.

"Will you kindly let us have this information at your earliest convenience, as would like to have it by our next meeting, Sunday, the 13th.

Yours fraternally,

"I think, Mr. President, that I will read into the *Record* the inclosed copy of resolutions which accompanied this letter, and which were received by Mr. Fuller, who placed the letter and the resolutions in my hands:

"Whereas the nature of the railway business imposes conditions little understood by the general public, among them the fluctuations in train movement from week to week, month to month, and season to season, which create corresponding variations in the quality of train service required

and consequently in the demand for the labor of trainmen; and

"Whereas the efficient handling of the public business intrusted to interstate railway carriers requires the arrangement of the runs of train crews so that in many cases the distances covered can not always be traversed when conditions are at all adverse within sixteen hours, and this is especially true of what are known as 'turn' runs, which, however, are universally preferred by train crews because they permit the layovers to be spent at their homes, with increased comfort and reduced expense; and

"Whereas the restriction of the hours of labor by imposing a statutory maximum of sixteen hours, with exceptions only in case of casualties occurring after the run begins, would require the railways to keep upon their pay rolls a greatly increased number of men to handle the traffic at the period of its greatest volume, but many of them would be idle much of the time during most of the year, and would thus greatly reduce the average annual earnings of all classes of trainmen: Now, therefore, be it

"Resolved, That we, members of —, condemn any legislative proposal for the restriction of the number of hours during which railway trainmen shall be permitted to dispose of their labor, and that we especially protest against the passage of the bill known as S. 5133, introduced by Senator La Follette, or any similar measure; and

"Be it further resolved, That these resolutions be forwarded to the Senators and Members of Congress from the State of —, to the chairman of the Committee on Education and Labor of the United States Senate, and to the Speaker and the chairman of the Committee on Interstate and Foreign Commerce of the House of Representatives.

"With two blank lines for signatures.

"I am of the opinion, Mr. President, that Senators will readily understand, from the character of those resolutions and from their source, that in large part the opposition to this legislation, as presented by railway employees, is inspired, not to say commanded. That this set of resolutions is purposed to be used in more than one state is entirely apparent from its construction, and that the railroad companies of the country have been very busy moving upon their employees since the adjournment of last session need scarcely be stated. That railway employees of the country should be concerned for the adoption of a statute which would afford them some protection against excessive hours of labor being required of them seems to be reasonable and natural, and that without any solicitation upon my part, and so far as I know without solicitation upon the part of anyone, I was able to present to the Senate, at the last session, scores and scores of petitions, representing the great organizations of railway employees of this country, emanating from forty-three of the states of this Union, is quite conclusive to my mind, sir, that, left to themselves, the railway employees of this country would, excepting for such rare exceptions among their number, represented by those who are somewhat reckless with respect to the peril

which they incur themselves in running beyond a reasonable limit of hours and who are over eager to increase their earnings—excepting as to these, I believe that the great body, the overwhelming majority of the railway employees of the country are at heart for this legislation. One need but examine the record of accidents, reported to the Interstate Commerce Commission by the railway companies of the country under the act adopted in 1901, to find ample cause for the railway employees of this country to favor the legislation proposed in the pending bill.

"I have here a record of those cases reported by the railway companies of the country under the act of 1901 to the Interstate Commerce Commission. The accidents set forth in this record are limited to those in which the reports disclose that the hours of service of the railway employees engaged in or having to do with the movement of the trains extended over a period of more than fifteen hours. This table, as I have said, covers all cases of accident in which the railroads reported more than fifteen hours of continuous service from July 1, 1901, to and including the month of September, 1906.

"In one of the first or earlier cases reported in this table I find this entry: 'Collision. Engineman asleep; hours on duty, 17; hours of rest preceding the service'—which was interrupted by this accident—'hours of rest, 2.' That is, this engineer who fell asleep upon his engine had been seventeen hours on duty, and had gone on duty—had been called by the company to go out upon his engine—after having had only two hours to rest following the preceding service.

"Another: 'Collision. Train not under control' is stated as the cause of this collision. 'The hours on duty, 42.' No statement accompanies this report by the company showing that there had been any rest accorded to those in charge of that train immediately preceding their call to go upon this duty.

"Another: 'Collision. The engineman dozing; 17 hours on duty,' and with only six hours' rest immediately preceding his call to this service.

"Another, resulting in the killing of one man, the cause being stated as follows: 'Signalman went back to flag; fell asleep; 20 hours on service.' No, previous hours of rest reported.

"Another, resulting in collision: 'Engineman asleep; twenty hours on service.' He had had twenty hours of rest immediately preceding his service; but it needs no statement of mine, sir, to remind anybody seriously considering this subject that no man is physically capable of rendering any service to which responsibility is attached when he has been twenty hours in continuous service, I care not how long a rest he had preceding that service.

"Another case, resulting in collision; cause reported by the railway company: 'Flagman neglected to flag; hours on duty, nineteen.' It is not very strange, Mr. President, that he neglected to flag.

"Another, resulting in collision: 'Engineman dozing; twenty hours on service.' Twenty hours on duty, following twenty-four hours of rest.

"Another, resulting in collision: 'Engineman mistaking signals.' This poor fellow had twenty-seven hours on duty, after nineteen hours of rest. It would have been strange, Mr. President, if he had been capable of understanding signals with twenty-seven hours of continuous service.

"Another, resulting in collision: 'Engineman going to sleep; fifteen hours on duty, with five hours of rest immediately preceding the call for that service.'

"I cite another case from this record, following very closely upon the heels of the one last submitted, which resulted in collision in which there was loss of life and injury to persons: 'Train orders overlooked.' Twenty-two hours on service, with three hours of rest immediately preceding the call to duty on the part of the men engaged in running the train.

"Another, where the cause is stated as follows: 'Engineman falling asleep.' Twenty hours on service, following twenty-one hours of rest.

"Another, where the cause of the trouble is stated as follows: 'Train standing on siding; trainman, sleeping, fell from the engine.' Twenty-five hours on duty. Had twenty-four hours of rest preceding that call to duty.

"Another, where the conductor went back upon the track to flag, sat down upon the end of a tie, went to sleep, and was struck; twenty hours on service, following nine hours of rest.

"Another, where the cause of the trouble is asleep on track; struck by a passing train.' Sixteen hours on duty; no hours of rest preceding this call to duty reported.

"Another: 'Brakeman sent out to protect train; sat down on end of tie, and went to sleep; struck.' Seventeen hours on duty; no hours of rest reported.

"Another: 'Brakeman out flagging; went to sleep sitting on end of tie; hand lamp hidden from view; struck by relief train.' Sixteen hours on duty; no hours of rest reported.

"Another, resulting in collision, cause stated: 'Engineman using poor judgment by stopping on a curve.' Forty-three hours on duty; no rest reported previous to this call to service. It is not to be marveled at, Mr. President, that this man exercised what is termed by the company reporting this case as 'poor judgment.'

"Following is another, resulting in collision, where the cause stated by the company is as follows: 'Engineman asleep and running by board.' I take that to mean some signal that should have arrested him; but he had been twenty hours on duty, as shown by this statement.

"Another, resulting in collision, stated as follows: 'Engineman failing to have engine under control approaching protected water station.' But he had been nineteen hours on duty. Another, resulting in collision: 'Engineman of one train asleep; eighteen hours on duty; three hours of rest immediately preceding that call to duty. 'Conductor and flagman of approaching train also asleep; thirteen hours of duty, preceded by only seven hours of rest.

"Another, resulting in collision, where the cause is stated by the railway company as follows;

'Responsibility rests with engineman and conductor for running train at high speed in block entered under caution signal.' Thirty-four hours on duty; fourteen hours of rest preceding this call to service.

"Another, resulting in collision: 'Failure of engineman to obey order' is stated by the railway company as the cause; but this man had been twenty-four hours on duty with no rest reported preceding this call to service.

"Another, resulting in collision; cause, as stated by company: 'Train not under control; engineman and brakeman responsible.' Nineteen hours on duty, with only eight hours of rest preceding.

"Another, collision, the cause stated by the company as follows: 'Failure of engineman to comply with rules requiring all extra trains to approach side tracks under control.' Nineteen hours on duty; only ten hours of rest immediately preceding.

"Another: 'Brakeman struck by bridge and knocked off tender of engine; instantly killed.' Twenty-one hours on duty.

"Another: 'Brakeman sent out to flag train sat down on end of tie and fell asleep.' Twenty-three hours on duty; no rest reported.

"Another: 'Failure of engineman to stop train in time to avoid rear collision.' Twenty-three hours on duty.

"Another: 'Failure to protect rear end of train by flag; conductor and engineman responsible.' Thirty hours on duty; only eight hours of rest preceding this call to service.

"Another, resulting in collision; cause stated by the company: 'Engineman running train through yard not under control.' But he had been twenty hours on duty.

"Another: 'Failure of conductor to protect his train.' Twelve hours on duty. The conductor of the other train, as stated by the company, 'failed to have engineman reduce speed.' Twenty-two hours on duty.

"Another: 'Engineman going to sleep on duty and allowing train to approach a wreck at high speed.' He had been fifteen hours on duty without any previous rest since his last preceding call, so far as reported by the company.

"Another: 'Engineman asleep; did not stop train in time.' Twenty-two hours on duty.

"Another, collision: 'Both engineman and head brakeman asleep when passing switch.' Nineteen hours on duty.

"Another, resulting in collision: 'Engineman on rear extra did not have train under control approaching end of double track.' Twenty-four hours on duty.

"Another, resulting in collision: 'Engineman did not have his train under control approaching derail.' Twenty hours on duty.

"Another, resulting in collision: 'Engineman falling asleep.' Nineteen hours on duty, only five hours of rest immediately preceding.

"Another, resulting in collision: 'Engineman fell asleep approaching tunnel.' Twenty hours on duty. No rest immediately preceding his call to duty is reported by the company.

"Another, resulting in collision: 'Train not properly protected; conductor, brakeman, and engineman at fault.' Twenty-two hours on duty. Seventeen hours of rest preceding.

"Another, resulting in collision; cause stated by the railroad company: 'Engineman asleep; had made two straight double runs previous to this on account of shortage of men; record good.' Forty-eight hours on duty. Only six hours of rest.

"Another, collision; cause stated by the company: 'Engineman dropping to sleep after he had been flagged; was on his fourth trip and had had but two hours' rest at end of each; was not required to make so many continuous trips, but desired to earn the additional wages.' Forty-five hours of service.

"I call the attention of the Senate to another case resulting in collision. The cause as stated by the company is as follows: 'Freight train standing on track without protection; flagman in caboose asleep; conductor and flagman responsible.' Twenty-two hours on duty, with twelve hours of rest preceding.

"Another, collision; the cause assigned by the company: 'Conductor and engineman of extra freight train disregarded orders.' They had, however, been on duty for twenty-one hours. Preceding this call to duty they had a full period of rest. This only emphasizes the fact that whatever rest may be given these men prior to their call to duty the term of the hours of continuous service should be limited if they are to be protected or if the public is to be accorded any protection.

"Another case reported is as follows: The cause of this injury was 'watchman sitting on ends of ties asleep; struck by train.' Twenty-one hours on duty without any previous report of hours of rest.

"Another case, where the cause stated by the company is this: 'Freight brakeman sent back to flag, sat down on rail and is supposed to have gone to sleep; struck and killed.' Nineteen hours on duty.

"Another, collision: 'Failure of brakeman to have his train move into track carefully, so as to be prepared to stop promptly.' Twenty hours of service; twenty hours on duty, with only three hours of rest immediately preceding this call to service.

"Another case: 'Failure of crew to flag and of engineman to keep lookout.' Twenty-one hours of service.

"Another, collision: 'Extra train passed red Hall signal; flagman asleep in caboose.' Twenty-one hours on duty.

"Another case reported: 'Yard trainman lying on main track asleep; struck and run over by passenger train.' Twenty-two hours of duty; only five hours of rest immediately preceding this call to duty.

"Another, collision: 'Rear-end collision on account of engineman not keeping his train under proper control; did not handle air brake properly.'

But he had been nineteen hours on service without any rest preceding this call to service.

"Another, where the switch tender is reported as 'failing to close the switch.' He had been eighteen hours on duty without any rest reported prior to this call to duty.

"Another, where the cause of the collision is stated as follows: 'Work extra on the time of extra train, which was running on schedule; conductor and engineman responsible.' Twenty hours on duty; only six hours of rest preceding that call to duty.

"Another, resulting in injury: 'Fireman on freight train dropped off to sleep and fell, striking his head on deck of engine cab.' Twenty-two hours on duty; no rest reported.

"Another: 'Brakeman sent out to flag discovered sitting on end of tie; struck and knocked off before train could be stopped.' Nineteen hours on duty; no rest reported.

"Another, where the case is stated as follows: 'Freight brakeman sent back to flag fell asleep while sitting on rail; struck and killed by engine; fog prevailing.' Twenty hours of service, with only seven hours of rest preceding. Possibly if the fog had not been prevailing the engineer who struck him might have seen him and stopped his engine, unless he, too, had been on service for the same length of time or longer."

After two sessions of debate, in which several of the Senators endeavored to show that the employes of the country were against any measure of the kind, it was passed and reads as follows:

Be it enacted, etc., That it shall be unlawful for any common carrier by railroad in any territory of the United States or the District of Columbia, or any of its officers or agents, or any common carrier engaged in interstate or foreign commerce by railroad, or any of its officers or agents, to require or permit any employe engaged in or connected with the movement of any train carrying interstate or foreign freight or passengers to remain on duty more than sixteen consecutive hours, except when by casualty occurring after such employe has started on his trip, or by unknown casualty occurring before he started on his trip, and except when by accident or unexpected delay of trains scheduled to make connection with the train on which such employe is serving, he is prevented from reaching his terminal; or to require or permit any such employe who has been on duty sixteen consecutive hours to go on duty without having had at least ten hours off duty; or to require or permit any such employe who has been on duty sixteen hours in the aggregate in any twenty-four hour period to continue on duty or to go on duty without having had at least eight hours off duty within such twenty-four hour period.

Sec. 2. That any such common carrier or any of its officers or agents violating any of the provisions of this act is hereby declared to be guilty

of a misdemeanor, and upon conviction thereof shall be punished by a fine of not less than \$100 nor more than \$1,000; and it shall also be the duty of the Interstate Commerce Commission to fully investigate all cases of the violation of this act and to lodge with the proper district attorneys information of such violations as may come to its knowledge.

That to enable the Commission to execute and enforce the provisions of this act it shall have the power to employ such inspectors or other persons as may be necessary. To enforce the provisions of this act, the Commission and its agents or employes thereunto duly authorized by order of said Commission shall have the power to administer oaths, interrogate witnesses, take testimony, and require the production of books and papers. The Commission may also order depositions taken before any officer in any state or territory of the United States or the District of Columbia qualified by law to take the same.

The provisions of this act shall not apply to relief or wreck trains.

The bill will now go to the House for further legislation and it is a question as to just what will become of it. The popular branch can do as it likes with the measure for the reason that its members have ample defense for doing anything they please with it. The protests of employes that were made according to direction of railway companies will be used to offset what has been said by those who have not weakened and given in to the demands of the companies as did the employes who complied and said they wanted to work long enough to become dangerous, and then some.

The arguments the railroads have put up are by no means true and if the law becomes operative the result will be reduction of tonnage so that runs can be made within the legal time. There need be little fear that trains and engines will be resting along side tracks, or on main tracks, waiting for ten hours to elapse before they proceed.

There are many railway managers who will welcome a change that will lift the burden of tonnage so that trains can get over the road and have the equipment ready for further service. The JOURNAL advises its readers not to become alarmed at the dreadful consequences of forcing railroad companies to operate safely. They can do it, but they will fight this as they fought the safety appliance law, the liability law and every other law that purposes to protect the employe.

## Now Is The Time.

---

The JOURNAL asks each reader who is a member of the Brotherhood to take advantage of the present to impress it upon the minds of all of his co-workers who are not with us the importance of getting into the organization.

Every man knows that the recent wage increases were not given voluntarily. It is true that after the committees of the men had presented their requests for increases that some of the companies bulletined notices of a general increase, but bear in mind that no increase was given until the men had started to work for it. We do not disparage the efforts of the employers to voluntarily increase wages, but merely call attention to the fact that no voluntary raises were mentioned until the committees met.

The yard wage question has been pretty well settled and we hope by the time this issue gets to our readers that the schedules for train service will all have substantial increases added to them.

There is no man in the service who can say that the Brotherhood did not get him what he receives from the pay car. If he attempts to argue to the contrary and insists that the increased rates of pay did not come through the work of the organization, why let him alone, for he is an industrial hobo,

begging the wage hand out from the back door of the Brotherhood and we do not need him.

But there are hundreds of good men who have never been asked to join with us. Our members have been too careless in allowing the men to get away from them through indifference. While everything is going along well, and there is plenty of work, carelessness is not so noticeable, but when the time comes for a let up in the rush it will take every man in the service to maintain what has been gained.

The younger members in the service do not know that before the Brotherhood was organized the men worked as long as the companies wanted them to work, that there was no overtime allowed, no redress of grievances and nothing to the railway man's life but plenty of hard work and harder knocks. The man who made \$2.00 a day was the fortunate one, for there were plenty of train and yardmen who received much less than that and not one of them had less than 12 hours for the regular day.

It ought to be evident to every man that the organization has brought about this latest change even if he disputed all the others, and if he has any sense he ought to be persuaded to get where he belongs. Now you ask him to get into the Brotherhood.

---

## Strike—Toledo Railway & Terminal Company

The employes of the Toledo Railway & Terminal Company left the service at 7 a. m., January 11th, because the company would not accede to the demands of the men for increased wages, and a shorter work day.

The story of the strike in brief is as follows: On November 20th, a committee representing the Brotherhood called on the officers of the company and presented a request for the Chicago scale, with ten hours

as a day's work. On December 20th, the officers of the company advised the men that the request would not be granted. The company was notified that if the increased wages and shorter hours were not conceded, the men would leave the service of the company.

Under the direction of Vice Grand Master Fitzpatrick, the proposition was laid before the men for a vote, and they unanimously decided to leave the service unless

their requests were acceded to, or satisfactory settlement made. All efforts having failed, the men were advised to go out on Friday, January 11th, and they left the service to a man. From the time of the strike until settlement was made, Saturday evening, January 12th, not a wheel was turned on the Terminal. Settlement was made with the General Manager for the 10-hour day and a general increase of 3 cents per hour, effective January 12th, 1907. The difference between the amount conceded, and the local rate will become effective in March.

All of the men returned to the service with full rights, and each crew went out in its regular turn. The men were very well

satisfied with the result of their settlement, and while they regret very much that it was necessary to leave the service of the company, there was nothing else to be done. The Toledo Railway & Terminal Company endeavored to stand the men off, with the statement that it had no money and could not afford to pay the increases, but the men knew the road was doing a fair business, and felt if it did not have the money, it was certainly not the fault of the employees.

The strike was orderly and well conducted, and when the men returned to work, there was apparently no ill feeling between them and their employers.

---

## Galveston, Texas.

---

The January number of the JOURNAL made mention of the trouble at Galveston, Texas, between the members of the Brotherhood and the Switchmen's Union.

Some of the members of the Brotherhood, too desirous of making a contract with the Galveston Wharf Co., did so contrary to the advice of the Grand Master and the rules of the organization. As soon as this settlement was made known, the Grand Master ordered its cancellation immediately.

When this contract was made, the members of the Switchmen's Union refused to work under it, and struck. They appealed to the Trades Council of Galveston in general, but particularly to the members of the Longshoremen's and Screwmen's Unions. A few of the excitable members of these organizations sympathized with the Switchmen to the extent of threatening to strike unless the B. of R. T. was forced not only from the Wharf properties, but all of the yards in the city of Galveston.

The JOURNAL has just received a report of the yard situation at Galveston, and it, in substance, follows, herewith: A contract was regularly made by the G. H. & H., and the B. of R. T. A committee of the

Switchmen's Union called on the officials, and advised them that they would not work under the Brotherhood contract. The committee was advised that the contract with the Brotherhood was perfectly satisfactory to the company, but that the Switchmen's protest would be referred to Mr. Hill, the General Manager. The Switchmen claimed a majority of the men were members of the Switchmen's Union. The roster showed that but four members working there were members of the Union. The committee claimed that this was incorrect, but was confronted with the affidavits of the men to the effect that but four of them claimed membership in the Switchmen's Union. The committee was told that the contract would not be taken away from the Trainmen. The chairman of the committee asked the management if the men would be permitted to remain at work, and was told they would as long as they performed their duties as employees.

On November 28th, the members of the Switchmen's Union, together with a number of "Scary Williams" who broke a contract to try to make another for a rival organization, left the service of the company. The Brotherhood protected its contract, and

as soon as possible supplied men to take the places of those who had quit, rather than work under the Brotherhood contract. The Switchmen's Union adopted "strong arm" tactics, and assaulted our men whenever they could find one of them alone. This was stopped by the city authorities after it had become unbearable.

Grand Master Hawley, of the Switchmen's Union, and a herd of followers, attempted to influence the people of Galveston against the Brotherhood. They appealed to persons on the streets, and told them that the organization was unfair. For a time they made quite an impression, but it appears they made the mistake of absorbing so much enthusiasm that the weakness of their representations became apparent and brought them into ill favor with the fair-minded people of the city. They associated with the irresponsible employes among the dock workers, and succeeded in having some of the ill advised members of their organizations threaten to go out on strike unless the members of the Brotherhood were taken from yard service, and members of the Switchmen's Union placed in all of the yards in the city. This was right in line with what the Switchmen's Union hoped would come to it because it joined the A. F. of L.

This crowd was so insistent that the representatives of the Trainmen were unseated in the Trades Council. The threat to strike in sympathy was referred to the national officials of the Screwmen's and Longshoremen's Associations, who very promptly took up the question, with the result that those organizations notified the Switchmen's Union that they did not believe in sympathetic strikes, and, consequently, would not for a moment entertain any such idea. This knocked the bottom out of all the hopes the Switchmen's Union had entertained in regard to a settlement of the trouble on their own terms, and through threat of a general strike on the Wharves. The Switchmen's Union came to the conclusion, apparently, that the resolutions placing the B. of R. T. on the unfair list, did not amount to very much, and quit.

The Switchmen's Union notified the G. C.

& S. F. and the S. P. Companies that unless the yard contracts were turned over to the Switchmen's Union, the men would leave the service rather than work under a B. of R. T. agreement. They were very promptly told they could quit if they wanted to; that the B. of R. T. contract would not be canceled. On December 10th, the Switchmen decided to quit, and did so. Then, on the advice of Grand Master Hawley, they called on the yardmaster, admitted they had made a mistake, and asked to be reinstated. This request was not granted. The remainder of the Switchmen's Union in the Santa Fe yard, three in all, then left the service. It was at this time that the Switchmen's Union endeavored to pull out the Longshoremen's and Screwmen's Unions on a sympathetic strike, and was advised that nothing of the kind would be considered. This ended the question so far as the Switchmen's Union control of the yards at Galveston was concerned.

All of the yards, except those of the Wharf Company, are solid Brotherhood yards. The Firemen on the Southern Pacific went out on strike in January, and the Southern Pacific management, having no need for yard men at Galveston, for the time, dismissed all of its employes, and as the service was resumed, re-employed such men as it needed. The Brotherhood held the contract for this yard, but it did not provide for the employment of Brotherhood men only. In the dismissal of the men, the Brotherhood members suffered equally with all of the other employes. In the reorganization, the B. of R. T. made no special effort aside from seniority rights, to have its men employed in preference to those who were not members of the Switchmen's Union, or non-members.

It is expected that the Switchmen's Union will claim a terrible conspiracy to do away with the members of their organization in the Southern Pacific yard. It ought to be apparent to every reader of the JOURNAL that if anything of the kind had been contemplated, a general dismissal of the men would not have been necessary. If the Brotherhood had agreed to be a party to a conspiracy to throw the members of the

Switchmen's Union out of employment, there would have been no need to discharge all the men. We expect a statement will be made to the effect that the B. of R. T. did conspire, but there is nothing to it.

The Galveston trouble, aside from the Wharves, was brought on by the Switchmen's Union in its endeavor to force the members of the Brotherhood out of yard service in that city. Galveston was selected, apparently, because the affair on the Wharves had created considerable sentiment against the Brotherhood, and it was expected that pressure would be brought to bear, even to the extent of a sympathetic strike, to force the members of the B. of R. T. out of yard service, and to turn the yards over to the Switchmen. It failed, as it deserved to fail.

The trouble at Galveston was exactly as it has been everywhere else. It was not a fight against the employer but an attack against the Brotherhood by the Switchmen's Union. It was another organization fight and it ended as those affairs usually do.

The Switchmen's Union tried out its new weapon, its chief stock in trade, so to speak, namely, its affiliation with the American Federation of Labor. When its purposes became apparent it was turned down as it deserved to be turned down. It drifted into a poor camp seeking a sympathetic strike, for the Longshoremen's Union was the first organization in this country to stand for the contract and to fill the places of strikers who violated a contract, with members of its own organization.

There is little concern in the affiliated organizations of the American Federation so far as the sympathetic strike is concerned, and the Switchmen's Union has had to realize that its hopes of a general strike, through sympathy, are ended. The Switchmen's Union cannot engage in a sympathetic strike without violating its laws; it dare not ask for a wage adjustment and declare that the men reserve the right to quit without cause of their own, and yet it is brazen enough to ask other organizations to break laws, contracts and mutual relations to help it out of troubles that were the result of its lack of ordinary judgment.

The entire contention of the Switchmen's Union in this Galveston affair is wrapped up in the statement: "If the Trainmen had let the matter alone and gone out with the Switchmen's Union, the latter would have won." The B. of R. T. stood by its bargain with the companies and is, therefore, unfair, because it did not let the Switchmen's Union break up the B. of R. T.

In this connection, the Journal desires to say that it is the policy of the Switchmen's Union whenever it has sufficient strength to carry out its program, to prevent members of the Brotherhood from working in yards, even to the extent of using "strong arm" tactics. The members of the B. of R. T. do not propose to engage in personal encounters for the sake of working in these yards, and the Switchmen have had their own way, but it is not to be expected that a program of this kind will be allowed to continue for an indefinite period.

## Convention Suggestions.

It is time now for our readers to become interested in what will come before the Atlanta, Georgia, convention, which will convene in May, 1907. The questions that have been mentioned, and that may be mentioned, are certain to come before the body and close study before the time arrives for decision ought to be of benefit.

### REPRESENTATION.

Several writers have undertaken to in-

troduce plans for representation that were pretty thoroughly discussed several years ago. System, district or state representation plans have been introduced for the purpose of saving money to the members and cutting down the general convention in number. Proxy voting is represented to be the way out of our present plan.

The writer has made a rather close study of the several plans and based on the ex-



periences of the days when we had proxy representation and its unsatisfactory results, he does not hesitate to assert that such plans will not give satisfaction to the membership.

Plans for system, district or state representation cannot give the satisfaction to the membership that direct representation will give. In addition the reduction in cost is problematical. There is no assurance that time can be saved if these district, etc., bodies meet, go through the form of a regular convention, debate all the questions that they think ought to come before a convention, including changes in laws, etc., and then hold a general convention. The time used by each district would be very close to the time used by a general convention. It would also sectionalize, isolate and otherwise offer opportunities for a division of thought and action, concert in which is absolutely necessary for this organization.

One writer has shown how the state convention would save money by not printing reports, etc. Whenever an organization does not keep its members thoroughly informed of what it is doing its troubles commence right there. The saving made through this plan would not pay for the time it would take to discuss it.

We tried annual conventions and found they were unnecessary after we commenced to do business safely. We have been on a biennial plan for the past 15 years and truth to tell the past two conventions were hardly necessary and the time could have been extended one year between them without serious results to the Brotherhood.

So far as we now can understand there is nothing on hand that makes the holding of the coming convention imperative, except the organization law, at the time it will be held.

Whatever plan may be adopted, if a change is made, let it be with the purpose of having every lodge represented in the convention, let each one know for itself what the Brotherhood law and policy are to be for the coming period and do not attempt to save money by any false reasoning that promises to save the general organization, but forces the members to pay just as much.

Let us have direct representation with direct taxation as we now have it. Our conventions will be large, we know, but they had better be too large numerically than too small.

#### PERIOD BETWEEN CONVENTIONS.

There are many members who feel that it is no longer necessary for this organization to spend \$80,000.00 every two years on a general convention. To judge from the results of the recent ones they are correct.

The only objection to an extension of one year more between convention periods is that disputed claims would have to wait for a longer time to be acted upon by the general body which sits as a final board of appeal on rejected claims.

We believe it will be possible for the creation of a board to act on such claims between conventions. Such a board could be arranged to sit annually at any point selected and could be the court of final resort before bringing legal action against the Brotherhood.

We have a committee that meets before conventions but it is not empowered with final decision. It goes over all rejected claims and reports to the convention, which has final decision. The fact that almost 800 men sit in judgment on claims about which they have not heard, and in the majority of instances are unable to fairly judge, ought to appeal to our membership as unbusiness-like.

A certain number of our members stand for the five year period between conventions. This is out of the question, because the fraternal insurance law demands that we meet once every four years.

So, whatever discussion is to be brought forth must bear this fact in mind.

#### FINANCE.

There are well intentioned members who have offered plans for spending more money than the Brotherhood receives. That is, they have introduced an idea for the extra payment of certain sums, the amount to be used for certain purposes. The estimates all fall far short and would cause a deficit within six months of the operation of the plan.

It has been suggested that we pay dues for twelve months instead of eight months to the Grand Lodge. The difference of \$1.00 thus paid is to be used for the payment of a death benefit of \$150.00 to every member regardless of what amount he carries in insurance and whether he has received his policy or not. A low estimate of the demands on this fund would be at the rate of 1,000 deaths a year, costing \$150,000.00. With our present average membership we would have collected for 1906 about \$84,000.00. This surely is not a safe way to figure.

And, so it is with other plans for using funds that in the beginning are admittedly inadequate to meet the demands of the plan for which they are presented.

#### INSURANCE

Not much has been offered along insurance lines and unless there is a disposition to increase the rate, safety demands that nothing be done to increase the demands made on the Beneficiary Fund. We might as well be plain in presenting this question. 1906 shows a balance of \$14,000.00 to the credit of the fund for the year. A dozen more claims and it would have shown a deficit.

With our present surplus there would be no need for immediate alarm if the balance had shown to some extent on the wrong side. But it could not last that way very long; there would not be much encouragement for a man to accept insurance that was confessedly going to the bad and that would necessarily get worse every year. This would not be good business judgment.

To attempt to transfer from one fund to another to make good certain losses is simply covering up something that is not fair business. Our General Fund cannot be too large. It is the only fund of the Brotherhood that can be used for any purpose needed. It is in good shape but when the expenses of the Atlanta convention, its per diem and mileage, are deducted therefrom (make a motion right now and be in first), it will be less by some \$80,000.00. If we happen into a little bunch of trouble some-

where there will be more of it needed and so it ought to be apparent that this fund should be allowed to gather strength instead of planning to weaken it.

If nothing is done to increase the rate, and it is pretty certain there will be no increase at this time, the insurance laws ought to be let alone so far as the amounts are concerned.

#### SERVICE PRIOR TO ADMISSION.

The term of apprenticeship is one year and a man must work for that period before he can get into the Brotherhood. The writer believes this is a mistake on the part of our organization. The only defense ever offered for it was none too good and consisted in the assertion that a traveling card was the guarantee of a good workman. We all know how much there is in that argument.

The man is good enough for his employer the day he goes to work and he, therefore, ought to be good enough for us. We do not mean to be too easy but we do feel that a trial period of three months is amply sufficient to test the moral worth of every man. If he seeks new employment his card tells his length of service so there is no deception as to that.

With us the man works in yard or on a train for a full year. In the meantime he realizes that he is receiving the same wages, enjoys the same conditions and does not pay for them. His employer usually has it carried to him that voluntary insurance, accident insurance or no insurance is better than to get tangled up with a labor organization that may hinder his promotion, etc. All these things count against his seeking admission when his first year is up.

The Firemen have recognized a part of this truth and have reduced their preliminary service to nine months. Other organizations sometimes stretch their imaginations so far as time goes and count off several months when seeking applicants.

It seems that prudence and progressiveness ought to demand a change in our law whereby a man can be accepted after he has served three, or at the most, six months as train or yard man.

## The Employers' Liability Bill Unconstitutional.

This measure has "received it" just where we knew it would, that is, there was the jurist to be found to sit up and advise us that it was far beyond the power of Congress to enact a law that would protect the employe against the right of his employer to maim and kill him without being called to account for it.

Judge Evans is the party who turned the trick. He was well calculated to do it for he has just decided that the law declaring "it illegal for an employer to discharge an employe because he was a member of a labor organization" is unconstitutional. The Louisville & Nashville went after the latter decision and the Southern Pacific has the credit for getting the Employers' Liability Law sent to the Supreme Court for final judgment.

We are not surprised, not even pained, for the regularity of court presumption that declares in so many words that "Congress is a muddle headed affair, not to be trusted with laws" is so common that we take it as part of the program. We do not like it, but as long as we stand for this mused and mixed up conflict of law makers and law interpreters we must be good and abide by it.

The Telegraphers had the first judicial "lemon" handed to them by Judge Evans when they brought the law to bear in defense of their discharged members on the L. & N. A fireman's widow, of the name Brooks, whose husband had worked for the Southern Pacific in Nevada, but whose home, through some stretch of geography, appears to have been in Kansas, brought suit to recover for the death of her husband, under the Employers' Liability Law. The suit was tried in Kentucky and the decision was, as everybody expected, against the constitutionality of the law. The Government had a representative at the hearing, of whom Judge Evans said in his decision: "The Attorney-General of the United States, conceiving, we suppose, that the United States had some interest in the case, sent

one of his special assistants to intervene on behalf of the Government." Then he decided the law was unconstitutional, and demonstrated that the Government's interest could not affect the opinion of a United States District Judge.

While it may appear out of the ordinary to say that we are not surprised at the decision, we reiterate and again say, we are not surprised.

The case will go to the Supreme Court of the United States and we will then know where we are at on this law. As the matter stands the railway companies have a right to wound, batter or kill their employes in any way that suits them best and the employe has no redress outside of what little he may get through state legislation or through the Safety Appliance Act.

The judge quoted the law which reads as follows:

*"Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That every common carrier engaged in trade or commerce in the District of Columbia, or in any Territory of the United States, or between the several states, or between any Territory and another, or between any Territory or Territories and any state or states, or the District of Columbia, or with foreign nations, or between the District of Columbia and any state or states or foreign nations, shall be liable to any of its employes, or in the case of his death, to his personal representative for the benefit of his widow and children, if any, if none, then for his parents, if none, then for his next of kin dependent upon him, for all damages which may result from the negligence of any of its officers, agents, or employes, or by reason of any defect or insufficiency due to its negligence in its cars, engines, appliances, machinery, track, roadbed, ways, or works.*

*"Section 2. That in all actions hereafter brought against any common carriers to recover damages for personal injuries to an employe, or where such injuries have resulted in his death, the fact that the employe may have been guilty of contributory negligence shall not bar a recovery where his contributory negligence was slight and that of the employer was gross in comparison, but the damages shall be diminished by the jury in proportion to the amount of negligence attributable to such employe. All questions of negligence and contributory negligence shall be for the jury.*

*"Sec. 3. That no contract of employment, insurance, relief benefit, or indemnity for injury or*

death entered into by or on behalf of any employee, nor the acceptance of any such insurance, relief benefit, or indemnity by the person entitled thereto, shall constitute any bar or defense to any action brought to recover damages for personal injuries to or death of such employee: *Provided, however,* That upon the trial of such action against any common carrier the defendant may set off therein any sum it has contributed toward any such insurance, relief benefit, or indemnity that may have been paid to the injured employee, or, in case of his death, to his personal representative.

"Sec. 4. That no action shall be maintained under this Act, unless commenced within one year from the time the cause of action occurred.

"Sec. 5. That nothing in this Act shall be held to limit the duty of common carriers by railroads or impair the rights of their employees under the safety-appliance Act of March second, eighteen hundred and ninety-three, as amended April first, eighteen hundred and ninety-six, and March second, nineteen hundred and three.

"Approved, June 11, 1906."

His basis of his judgment was as follows:

"The Act of June 11th, 1900, only creates and imposes liability upon certain common carriers to their employees, and in no way prescribes rules for carrying on traffic or commerce among the states, and consequently in no way regulates such commerce. If the operation of this act could in any way affect commerce among the states it would do so in a manner so remote, incidental and contingent as in no proper sense to afford a factor of any value in determining the question now in contention. Indeed, it may be said that it is obvious that Congress, in the act referred to, had in contemplation no more than the creation of the liability mentioned and it would be a most strained construction to hold that it included anything broader than that. Creating new liabilities growing out of the relations of master and servant on the one hand, and regulating commerce on the other, are two things so entirely different that confusion of the judicial mind upon them is hardly to be expected under normal conditions."

We publish these quotations from the decision:

"To determine the question before us, it is important clearly to understand the exact scope and purport of the act. While the title is not controlling in the construction of an act of Congress, it may aid us in our investigation to note that the title in this instance labels the act as one relating to the liability of certain common carriers to their employees. This label, so to speak, quite accurately describes the contents of the measure, for it in fact does nothing more than fix the liability of certain common carriers to their employees. The first section provides that every common carrier

engaged in trade or commerce between the several states shall be liable to any of its employees, or, in the case of his death, to his personal representative for the benefit of his widow, etc., for all damages which may result from the negligence of any of its officers, agents or employees, or by reason of any defect or insufficiency due to its negligence in respect to its cars, etc. This section obviously abrogates the familiar doctrine of the courts, founded upon consideration of public policy, that an employee when entering the service of his employer is conclusively presumed to have assumed the ordinary risks of the occupation, including those which may result from the negligence of his fellow servants. The second section imposes in complicated form, the doctrine of comparative negligence, so as greatly to modify the ordinary judicial rule that a person cannot recover if, by his own negligence, he so contributed to his own injury as that without it that injury would not have occurred. Other sections further change existing laws in respects which have no present bearing on the discussion.

If the act did no more than change the law as administered in the courts of the United States and so as to control only cases pending therein, the right to do so by appropriate legislation might not be open to question, as mere judicial rules founded on the common law or upon considerations of public policy, but having all the force of law, are no more sacred than legislative enactments which may be altered or repealed at the will of Congress; but the scope of the act in question is immeasurably different, and Congress obviously intended it to be so. If the act be valid as a regulation of commerce, which is all that was claimed for it at the argument, and doubtless all that can fairly be claimed for it in any event, it is the supreme law of the land of general application, and as such is binding upon all courts—State and Federal—and fixes imperative rules by which all of them must hereafter be governed.

" \* \* \* It may not be inappropriate to recall the trite, but transcendently important proposition that while the powers given to Congress are to be fairly and even liberally construed, especially in respect to the commerce clause of the Constitution, yet those powers have a limit beyond which Congress can not legitimately go. We should not grow restive under the restrictions and limitations of that great instrument, for the stability of our institutions largely depends upon their enforcement, and so great is our respect for the legislative branch of the Government that we shall always regard any overstepping of those bounds by that body to have been an inadvertence. This the courts can and should correct when they come to look more critically into the subject than Congress had probably had the opportunity to do."



## Who Killed The Wage Settlement Bear? We Did.

This is the great question and there is no more to it now than there was at the time the Chicago settlement was made.

Chicago was the fighting center. The Switchmen's Union made a general demand for an eight hour day and "trimmings." We know it honestly never entertained the eight hour idea for one minute. We know that the Switchmen do not want an eight hour day. Where the working day was reduced, in some places, from 12 to 10 hours by Brotherhood committees, the S. U., members protested against it and demanded a continuance of the 12 hour day. At Pittsburg, Pennsylvania, and Cleveland, Ohio, this opposition to the shorter work day was decidedly pronounced.

In the beginning the S. U., threw out the shorter work day which showed beyond question that it was merely a noise to be used for a purpose.

All other points affected were held in abeyance until the Chicago district was settled, for Chicago rates have been the basis for settlement for all yards west, and in part east, of that point. It has been recognized that Chicago wages meant standard wages.

The Chicago settlement, therefore, meant its adoption, or better, in all yards inside the territory. The Switchmen agreed to an increase of 3 cents an hour, ten hours, which was the regular day, and submission to arbitration for whatever else could be secured.

This meant a ten per cent increase and with the general increases all over the country of 10 per cent, the result of arbitration would have been no more than that figure. The demand was based on increased cost of living and the increased cost has been no more to a switchman than to any other railroad employe. Arbitration, therefore, was an easy way to quit when the maximum wage concession had been reached.

This agreement was accepted, subject to

ratification. It was ratified by the Chicago lodges; other committeemen went to their homes to secure it and Chicago committeemen returned to work. The S. U. members notified the B. R. T. members that "it was all settled at 3 cents an hour" and handed out applications.

The Brotherhood notified the railway managers that the question was not settled and when it was adjusted a rate of 4 cents an hour was the figure. This agreement was reached by a committee of railway managers and the Brotherhood Sub-Committee headed by Grand Master Morrissey.

This agreement was signed the same afternoon that Vice Grand Master Connors, of the S. U., was down in the yards in the rain, gathering his committee together to go up and sign for the 4 cent rate. They signed with a committee of managers that had met with them during the wage debates of the month. There was no ratification needed, please note, they took it.

The Switchmen's Union has sent out a circular which contained a photograph of the S. U. agreement. It was signed by five managers and was intended to make believe that the wage question was settled by and for the Switchmen's Union.

Three of the five managers signing the S. U. settlement operate roads where the Brotherhood has the contracts for the road and yards. All of the managers, but one, Mr. Horn, of the Northern Pacific, who signed the settlement with the B. R. T., operate roads that hold agreements with the Brotherhood, or are working under wage schedules arranged by Brotherhood committees. The Chicago settlements extended to all yards in the Chicago territory, except in such yards as were raised to a higher class and paid higher rates in proportion than the Chicago increase. Some yards were raised as high as 9 cents an hour. If this statement as to wage extension applying to yards paid the Chicago scale is untrue, why is it that the S. U. attempted to take certain yards from the

Brotherhood at Galveston? If they had been given to the S. U. there would have been no need for an S. U. strike to get them away. But, why go further.

A number of roads were shown in the circular to prove what the S. U. had done. Among them the Buffalo yards of the N. Y. C., were quoted. We have it authoritatively that no committee of the S. U. has been to the N. Y. C. officials since the one cent an hour, twelve hour day, contract was made in October, 1906. Buffalo received, all told, an increase of 5 cents an hour; one cent given to the S. U. and four cents added as the result of the Brotherhood Harbor movement through which all yards on the N. Y. C. were raised five cents an hour or better. The circular quoted the Buffalo Creek Railway but we find the S. U. engaged in a strike on that road on January 10, 1907, for a schedule.

At Buffalo, and east of there, the S. U. has to its credit only the yards of the Lackawanna, except those covered by the New York Harbor District. It may have the Buffalo Creek by this time. It deserves to have for it had the majority of the men.

The circular quoted a number of other roads as "having done the same" that is; given the S. U., increased wages. The circular did not say that the increase was secured by the S. U. This is something of a difference.

The Chicago wage arguments were heard by two committees of managers. One met with the Trainmen, the other with the Switchmen. The managers were very nicely

divided as to agreements, that is, there were managers whose men were working under S. U. arrangements meeting with the Trainmen and managers whose men were working under B. R. T. agreements on the committee meeting the S. U. We think the full agreement strength of the S. U. was represented on the two managers' committees. The Great Northern, Northern Pacific, the Rock Island and the C. & E. I., are about all the S. U. will lay claim to while the Trainmen have the remainder. Because Mr. Horn, of the Northern Pacific, signed the agreement negotiated by the Trainmen, we do not regard that as turning over the Northern Pacific yards to the Trainmen. They still belong to the Switchmen's Union, although the manager of the N. P. signed our agreement.

Whatever was signed applied to all yards and roads in the territory regardless of who held the contract, agreement, schedule or whatever it may be termed. Contracts were not changed as the attempt of the Switchmen's Union in Texas, to transfer a few of them stands in evidence.

There are many roads that received the general demand from the Switchmen's Union that have a very small number of S. U. men employed. The demand was made everywhere, but do any of you imagine railway managers tearing across the country to hand out increased wages to an organization that is not represented in its working force? The truth of the story is; the Switchmen's Union made the noise but the Trainmen made the settlement.

## A Comparison That Does Not Flatter.

The average wage worker of this country has keyed himself up to the point where he believes that he has the best of everything in work and wages and, the rest of the world, therefore, will please sit up and take pattern whenever it feels the need of enlightenment along such lines as tend to progressive performance and permanent betterment of the common people.

The majority of us take our cue from the million of immigrant; that are added to our working population each year, but which do not represent the average working class of Europe that is above the lowest level of humanity as we receive it at our ports of entry.

It will surprise many of our industrial workers to know that, all things entering

into comparison, they are not much better off, if any, than their brethren in England or Germany. It is true, that we work harder in the United States, make a little more money, but have had much advantage in less congestion of population, natural resources and inventive genius. It is also true that, as a rule, our foreign co-workers work fewer hours, receive as much wage, comparing its purchasing power, have better legislative protection against dangerous appliances, work more slowly and get out a better finished product, as our tribute to foreign makes of goods of certain kinds bears witness.

When we break away from the very few highly paid workmen and get to the millions who earn ordinary wages we are confronted with comparisons of wages, hours and conditions in Europe that show up very well along side of our own and in addition the European workman has the great advantage of working at a rate that will permit of his remaining in employment until he has reached the estimated age of sixty-five, whereas, the pushing, high speed American mechanic has the dead line drawn on his employment at thirty-five years.

The chief error in forming conclusions between conditions here and abroad is in mistakenly considering the earning capacity of the lowest class of immigrants that come to us. People without trades or, if they have them, of the kind that are susceptible of the greatest competition, are not to be used in intelligent comparison of conditions between the two continents.

We all know that the English, German, French or Swedish artisan never hunts long for a job in the United States. Except in times of acute depression there is always a position ready for him. The American mechanic pays his tribute of respect in imitating many of the little tricks or twists of the trade that are known to him that make work easier and solve apparently difficult problems in mechanics with ease and simplicity. The American artisan is usually the equal of the average European mechanic but there are very few shops where the exceptional man was not trained abroad or had the advantage of some assistance from one who was.

The American artisan has captured the markets of the world, but he has killed himself doing it. It is a questionable satisfaction for the American mechanic to be informed in these prosperous days that his skill and ability have captured the markets of the world when he is out of a job because he is too old to work at the high speeds demanded and is living off the wages of his wife and daughters, who are working in the mills or department stores because the real bread winner crossed the dead line before he reached forty years, and they must take up the burden.

We have hundreds of thousands of mine and mill employees who work patiently year in and year out without intruding themselves in the way of their fellow workmen. While they live in districts and contribute their great proportion to the prosperity of the nation and assist in capturing the national markets, little is ever heard or thought of them unless they strike. Then the worst side of the men is shown, they are belabored by press and public as "law-breaking foreigners who mistake liberty for license, etc." No thought is given to the thousands of these employees who sacrifice their lives and limbs, who work themselves into the charity organizations before they have crossed middle age and who work in a living hell to make millions for their employers and a bare living for themselves but, when we do think of them, we think further and believe that they are better off than their co-laborers in the "black counties" of England, or the furnaces of Germany.

There is a world of valuable information on these questions furnished in the recent work of Arthur Shadwell, who has made a study of industrial conditions in England, Germany and America. His deductions do not give the American the best of it by any means. His comment on Pittsburg and its conditions is as follows:

"Compared with the inferno of Pittsburg and the lesser but still more grimy and dismal hells of the Monongahela Valley—Homestead, Braddock and the rest—Sheffield is clean and Essen a pleasure resort.

"If Pittsburg is hell with the lid off, Homestead is hell with the hatches on. There is nothing but unrelieved gloom and

grind on one side of the fuming, groaning works where men sweat at the furnaces and rolling mills twelve hours a day for seven days a week; on the other, rows of wretched hovels where they eat and sleep, having else. Only those who worship the god of gold can pay homage to the lord of squalor who sits enthroned on the Monongahela. The money made there carries a taint with it."

The German workman who gains a little more money by coming to America loses many of the good things he had at home. neither time nor energy left for anything Shadwell declares that Germany not only has kept pace with the march of international industry, but has cared for her working classes by helping them at every step. He says, "All sections of the community, from the throne to the workhouse have contributed something. Ordered regulation is accepted and applied with infinite pains by the legislature, government departments and private citizens."

A review of his work has been summed up to the effect that the American works longer hours than the Englishman and his output is greater. The German works almost as many hours as the American but not so fast. The American receives higher money

wages than either of the others, but cannot buy any more for them. He pays higher rents, more for his living, pleasures, sports and travel than either the English or German workman, and has fewer advantages in free libraries and the like. The American and German come closer in results as a whole, but the English worker is given the best of the comparison, so much so that Shadwell declares that "the British workman with skill and character had better not leave home for the American El Dorado; it will prove a mirage."

While these comparisons may shock some of the supersensitive who like to feel that they are the blessed of the earth, and some others who like to politically advise us of what has been done for the working people, it will do the rest of us some good to know that we are not so far ahead of the common people of Europe as we like to make ourselves believe.

To get the right idea of where we are at industrially, when we make comparisons let us compare occupations of the same kind, and not our high class labor with the low class labor of elsewhere. If we do it may put a crimp in some of our conceit, but it ought to add to our common sense.

---

## The Switchmen's Way.

---

The Switchmen's Union has kept up its campaign of misrepresentation that it started with the Federation of Labor Convention. It has carried its story to the labor papers that represent locals in several of the cities and attempted to prejudice the members of the organizations by telling them of the actions of the B. of R. T., and not telling the truth by any means.

They have dwelt very strongly on the Mon Con and Galveston affairs and have not told the truth as to why the B. of R. T. did not surrender membership, laws or contracts because the S. U. demanded it do so.

The latest story is to the effect that the

Brotherhood informed the railway managers during the wage adjustments for the yards that if the S. U. struck it would fill their places. It ought to be unnecessary to say that this is a deliberate lie. This is a fair sample of how they are trying to do business and place the B. of R. T. wrongfully before the organizations not in railroad service and which do not understand the practices of the Switchmen's Union.

The Switchmen's Union is making a plea for sympathy on the ground that it is the only railroad labor organization interested in the welfare of all labor organizations



and conveying the impression that the other railroad organizations are not in sympathy with the general labor movement.

So far as practical assistance and sympathy are concerned this organization has gone further in a substantial way for other

organizations than the Switchmen's organization has gone for its own members. Our members are cautioned to watch these reports carefully and explain every instance referred to just as it occurred. Nothing more is necessary.

---

## The Noble Prize.

---

The President has been awarded the Noble prize because he did more than anyone else to prevent bloodshed during a certain period. His intercession that settled the Russian-Japanese war was declared to entitle him to the money and he has been advised that it was awarded to him.

His announced intention to use it for the creation of a peace commission sounds all right, but it seems as if the work of the commission could be better performed if it were doing business anywhere outside of Washington, than in it. The temptation to mix politics with the commission would be strong and hard to get away from. Just what it could do by itself is also a question.

There is no disposition to question the motives of the President for his intention to create a peace commission. He is to be heartily thanked for his decision, but it seems as if his ideas would receive assurance of better results if he co-operated

with the National Civic Federation which has the same work under way that is proposed by the President.

We know that the Civic Federation is not approved by certain persons but the only reason we could ever discover was that they feared something might be done to lessen the friction between capital and labor.

The Federation has accomplished some excellent results in anticipating strikes by offering the way to arbitration and, in many other ways, it has proved its practicability along the lines it has followed in its endeavors to assist in the adjustment of the industrial situation.

We feel that if it were possible for a co-operation between the plan of the President and the Federation that better results will accrue than will be possible under two organizations working apart but ostensibly for the same end.

---

## Holler All The Time.

---

There is a little anecdote from the life of Lincoln that we hand to our readers and commend it to them. The story goes that a young man once wrote to him to ask how to organize a political club. The reply he received was: "All get together, let every one do something, the thing he can do best. Some rent a hall, some sing, some speak, some attend to the lighting and holler! Everybody holler!" Now, then, good and quiet brother, who believes that it makes no difference whether "I holler or not" get busy, let the air resound with your noise in

behalf of the Brotherhood. It is up to "everybody" to make this business hum as it ought to hum, like a million horse-power machine with no lost motion. Just tell yourself, "If I don't do this thing no one else will," and then do it.

Just remember, "everybody holler" according to his ability, and then some, and we will be the greatest organization in the world. We are close to that, but it will not damage us to get a trifle closer to the ideal organization we all hope for in a very few years. "Everybody holler."

# NOTES

WANTED.—Address of Patrick Whalen, last heard from at McKees Rocks, Pa. Write Secretary No. 225.

\* \* \*

WANTED.—The address of Brother E. P. Delardelaber, of O. & C. Lodge No. 378. Address Secretary of that lodge.

\* \* \*

WANTED.—The address of Brother C. J. McCollum, of Lodge No. 604. Address W. B. Routt, Secretary Lodge No. 604.

\* \* \*

Will E. C. Smith please send his address to William Quaid, 215 Blackberry street, Harrisburg, Pa., or Financier Lodge No. 883?

\* \* \*

WANTED.—To know the whereabouts of W. J. Swearingen, last heard from in Kansas City. Address C. E. Massey, R. F. D., No. 3, Milan, Ga.

\* \* \*

WANTED.—Herbert Thompson, a brakeman, last heard of at Breckenridge, Minn., to communicate with L. G. Thompson, care Wilcox House, St. Thomas, Ont.

\* \* \*

WANTED.—The address of R. E. Knight. Last heard from was working out of Arkansas City, Kan., on the Santa Fe. Address J. A. Knight, No. 729 No. 21st street, Birmingham, Ala.

\* \* \*

WANTED.—To know the whereabouts of Nathan Mackes. His parents are anxious to hear from him. When last heard from was in Ashtabula, Ohio. Address Mrs. David Mackes, Renovo, Pa.

\* \* \*

WANTED.—The whereabouts of Willie Farrell. Last heard of he was running as mail clerk out of Chicago on the Burlington. Kindly notify Mrs. I. I. Gillon, Torrance, Miss.

\* \* \*

ANYONE knowing the whereabouts of J. D. Hogan will kindly communicate with W. H. Hooper, Financier of Lodge No. 302, 272 Simpson street, Atlanta, Ga.

\* \* \*

WANTED.—To know the whereabouts of John Baird, who worked on the St. L., I M. S. R. R. out of East St. Louis during 1902 and 1903. Address B. H. McLaughlin, No. 1298 15th street, Denver, Col.

\* \* \*

MIDDLEPORT, O.—Lodge No. 898 has very well attended meetings, and new members are being admitted at every meeting. We have only about seven on the entire system who are not with us, and we expect to have them in a very short time.

JOURNAL AGENT, No. 898.

WANTED.—To know the whereabouts of W. J. Conlin, Financier of Lodge No. 377. Last seen, he started for Philadelphia to attend a convention on October 29th. His wife and children need him very much at home. Address Mrs. W. J. Conlin, No. 404 Chess street, Monongahela, Pa.

\* \* \*

CHICAGO, ILL.—Auburn Park Lodge No. 754, of Chicago, Ill., organized in September, 1906, is progressing wonderfully. The meetings are regular and attendance good. Our membership is increasing and we expect to make a record in 1907. We wish through the JOURNAL to extend our

\* \* \*

WANTED.—To know the whereabouts of relatives of E. J. O'Brien, who was killed December 31st, 1906, at Mt. Angel, Oregon. He was formerly a member of Lodge No. 888. He worked in Milwaukee, Wis., in 1901; also through Southern California. Address A. A. Houle, No. 46½ Third street, North, Portland, Oregon.

\* \* \*

WANTED.—To know the address of Brother W. S. Powell, a member of Jersey City Lodge No. 119. Last heard from June 25th, 1906. He was then at a railroad camp at Virginia, Minn. Any information of him will be thankfully received by W. J. Sheehan, No. 203 Pavonia avenue, Jersey City, N. J.

\* \* \*

MARYSVILLE, PA.—Anyone who visits Lodge No. 694 will find a body of men who are alive and fully awake to the needs of our organization. There are only four men in town who are eligible, who are in the Brotherhood, and just as fast as men are eligible they are admitted. Our officers are of the best, and our attendance is fair.

SECRETARY, No. 694.

\* \* \*

LOUISVILLE, KY.—Lodge No. 156 has elected a good set of officers for this year, and we expect to push the work of the lodge forward to better purpose than we have in the past. The lodge is in very prosperous condition and enjoys good attendance at its meetings. The membership is represented in every yard and on every line in Louisville.

M. J. FOLEY.

\* \* \*

BLUEFIELD, W. VA.—Lodge No. 583 is one of which all its members are proud. There are no "snakes" to bother us, and we think there never will be. Our yard men are all members of the Brotherhood, and I think it would be a hard matter to have them anything else. They are thoroughly conversant with what the organization has

done and they are not disposed to listen to anyone's tale of trouble.

AGENT, No. 533.

\* \* \*  
**PITCAIRN, PA.**—On December 30th the engineers, firemen and trainmen attended a memorial service in the First M. E. Church at Braddock, Pa. It was a most affecting service and was well attended by the members of the three organization. The P. R. R. male quartet furnished some very appropriate music, and the sermon was one of the best we have ever heard.

F. E. BATEMAN.

\* \* \*  
**NEWPORT, VT.**—Lodge No. 330 is getting along nicely, and anticipates a much better year for 1907 than it has ever had in the past. We have added several new members to our rolls and there are many applicants in waiting. Our members take a great deal of interest in the JOURNAL, and look for its coming. We hope soon to organize a lodge of the Ladies' Auxiliary, and believe our members will give it their assistance.

W. J. McCAFFREY.

\* \* \*  
**GOOD COIN IN SIGHT.**—\$25.00 reward for information leading to Louis G. Roy's whereabouts; he left his wife and home September 28, 1906; belonged to Lodge No. 578 of Murphysboro; mortgage will take home as it stands now; 31 years old, five feet five inches high, weight about 135 pounds, black hair, dark eyes, scar on each side of face, one near corner of mouth; wore an initial ring on one hand and dark, red set ring on the other hand; always very neat in appearance. Mrs. Louis G. Roy, 1405 N. 18th street, East St. Louis, Ill.

\* \* \*  
**SALT LAKE CITY, UTAH.**—Lodge No. 388 has a very enthusiastic and energetic set of members who are paying close attention to the work of the organization. We had a very enjoyable opening in our new hall on December 11th, and enjoyed a stag party and banquet.

We are admitting members at every meeting, and the outlook is very good for the future. Business is heavy, so much so, in fact, that a man makes so much overtime now that he does not have a chance to keep track of it.

I think our members ought not to hesitate to wear their emblems where they can be seen, because I believe it pays to advertise.

A. B. BROWN.

\* \* \*  
**HUNTINGTON, W. VA.**—Lodge No. 740 is in good financial condition, and its prospects are bright for a large membership for 1907. We are doing a great deal of initiation work and gathering up the non-members at every meeting. Many of our old officers were elected for this year, which shows the satisfaction they have given us.

I think if our members would give the nons a little plain talk about the advantages of membership in the B. of R. T. we would not have much difficulty in securing the most of them.

It is to be hoped that every member will do his part in this respect and assist us to build up a large organization. Our general committee for the C. & O. System is in session, and we look for good results to come from it.

I. M. SMITH.

THE American Bureau of Industrial Research, under the direction of Professors Richard T. Ely and John R. Commons of the University of Wisconsin, desires to secure the first nine volumes, prior to 1893, of the RAILROAD TRAINMEN'S JOURNAL. Also convention proceedings of the Brotherhood of Railroad Trainmen, and constitutions as amended at each convention. Anyone having in his possession, or knowing of these publications is requested to communicate with the American Bureau of Industrial Research, Madison, Wisconsin. The Bureau is working in co-operation with the Wisconsin Historical Society and the University of Wisconsin in the effort to secure trade union records, and the Historical Society has provided accommodations in its large, modern, fire-proof building where investigators can have access at all times.

\* \* \*  
**McMECHEN, W. VA.**—Lodge No. 13 sends its "Happy New Year" to everybody. While the number of our lodge is supposed to be particularly unlucky, still we have not found it so as yet, and anyone attending our meetings would go away satisfied that we were not suffering any because we are numbered 13.

We have admissions at almost every meeting and our members are out doing everything they can, getting all the available material rounded up. We are starting 1907 off with a splendid lodge and a good set of officers. Since we changed our meeting place our members have a better opportunity to attend lodge meetings, and affairs are going along better with us.

We have just had a ball, and the proceeds will be turned over toward the purchase of regalia.

W. E. HICK.

\* \* \*  
**PIEDMONT, Mo.,** Lodge No. 699 recently held a day of initiation, feasting and good fellowship. The lodge met in the morning and initiated several members. At noon a splendid dinner was served and the Ladies' Auxiliary assisted to make this and the succeeding features of the day a decided success. In the afternoon a general good fellowship meeting was held, and the visitors were entertained with a fine program of recitations, talks and music.

In the evening the officers were installed for 1907 and each one of them made a short address. The assembly was addressed by prominent members of the city, and each address was received with applause. The evening was passed pleasantly, and a concert was a part of the program. Every one present enjoyed a splendid day with the members of the lodge and their lady friends, and it is to be hoped that the occasion will contribute largely toward increasing the membership.

J. W. BERNER.

\* \* \*  
**MERIDIAN, Miss.**—I suggest that our organization pay to each member at the expiration of twenty years' membership, one-half of his policy. In my opinion it would be an inducement for members to remain, and new members to seek admission. It would also be a great benefit to our old members who have reached the age limit.

I think this would be fair to our members who

have been with us twenty years, because at that time the most of them could make good use of the money, and if they were expelled for non-payment of dues the majority of them could not get into the Beneficiary Department.

I note the short period of membership in many instances in which claims are paid on account of death or total disability, and I believe it would be the proper thing to do this much for the man who stays in the organization twenty years. Then I suggest that they be allowed to continue the remainder of their insurance, payable at death, or total disability.

ED CARRIGEE,  
Secretary No. 373.

\* \* \*

MERIDIAN, Miss.—I suppose Lodge No. 373 has had her full share of trials and tribulations in the past. We have had the misfortune to lose several of our brothers by death but we are doing the best we can to get along and increase our membership by going after all of those who are eligible.

We have one hundred and fourteen members and a splendid set of officers. Our best wishes go to all of our brothers for the coming year. Every lodge, I think, is affiliated with the good fellow who seldom attends meetings, has plenty of excuses, and, as a rule, is the noisiest member of the lot when things do not go to suit his fancy. It is members of this kind that ought to remember to do their talking in the lodge room instead of elsewhere. So much noise in public does not help out the business of the organization and the lodge room is open to all of the members who have sufficient interest in the organization to attend the meetings. It is noticeable that when one of this class gets into trouble he has no difficulty in getting up to the lodge room promptly with it.

MEMBER No. 373.

\* \* \*

#### SOME HOMELY SUGGESTIONS.

By the Rev. Charles Stelzle.

"I cannot toast that flag, while trades unionism exists in this country." So, it is reported, said a speaker at an employers' banquet recently. Compared with this pharisaical utterance, should be another statement, said to have been made by President Roosevelt: "I was surprised, during the Spanish war, to find how large a number of dead soldiers were identified by the trades union cards which were found in their pockets." Further comment seems unnecessary.

"Be good, sweet maid, and let who will be ekever." Charles Kingsley, who gave us this advice, was no milk-sop. He was a great factor in the social and the economic life of his day. He it was who called attention to the opportunity for service in behalf of workingmen in their everyday lives. But he was not alone in the discovery that the brilliant man or woman isn't always the one to tie to. To tell a man to "be good," sounds rather soft, to some people. But it involves more than a mere negative virtue—the mere keeping away from evil. It includes all the virtues that make a man's life really worth while. The fellow who cannot be depended upon, for

instance, no matter how brilliant he may be, counts for precious little. The most brilliant chap on a very important job was recently fired, simply because he could not tell the truth.

"To win for ourselves the truth which gives to error what permanence it has;" "to seek to understand, and not to silence our adversaries;" these are pretty good mottoes for most of us who are troubled about those who seem to be forging ahead, in spite of the fact that they are wrong—according to our notions.

\* \* \*

THE WINKLEY COMPANY.—It is with considerable pride that we call the attention of our readers to the full page representation of the Winkley Artificial Limb Company of Minneapolis, Minn., as it appears upon the inside of the back cover of our JOURNAL. The fact is, the Winkley Company have been represented in our JOURNAL every issue during all these past years, and as they have always made a great specialty in furnishing limbs to our Brotherhood men, the management of the TRAINMEN'S JOURNAL has always taken an interest in the development and increased patronage of this company.

The success of the Winkley Company is simply the result of straightforward business principles and the superiority of certain patents, and by giving their patrons right and satisfactory treatment. With their present increased and latest improved mechanical facilities, together with the business and professional experience of the managers of this company, all in need of their services may rest assured that they will receive the most perfect and satisfactory limb obtainable.

\* \* \*

#### LOST!

The following articles herein mentioned as lost, if found, will please be returned to the Financier of the Lodge of which the loser is a member.

Lost!—Railway transportation of Railroad Organizations Grand Lodge Officers. Do not look for it; it was lost in the Rate Bill.

H. J. Marion, Lodge No. 196, Trainmen's policy, receipts and traveling card.

Floyd Heagood, Lodge No. 216, B. R. T. receipts, clearance and other valuable papers.

Frank Bray, Lodge No. 128, pocket-book containing one year's receipts, including January, 1907, receipt; meal ticket on Mississippi Hotel, Nahant, Iowa, meal ticket on Gydson Hotel, Savannah, Ill.

A. Emery, Lodge No. 690, receipt case containing receipts for the year 1906, service letters and other papers.

C. E. Jones, Lodge No. 15, receipts.

Sidney J. Pierce, Lodge No. 424, card case of two pockets, one for receipts and one for cards. It held 15 receipts and traveling card paid up to December 1st, with three service letters. Lost somewhere between Grand Central Depot, Chicago, and Garrett, Ind.

W. E. Calhoun, Lodge No. 548, large yellow pocket-book containing three years B. R. T. receipts, five old traveling cards, one for 1904, two for 1905, and two for 1906, also \$24 in cash.

P. E. Bertelsman, Lodge No. 181, receipts from September to January.

## ASHTABULA, OHIO

It is 4:30 a. m. and I am chatting a few minutes with "the other half" before retiring. I have just returned from a neat little pleasure trip to Y—, and as I was only a matter of twenty-eight hours on the road I am not in any hurry to get to sleep when by chance my eyes light on the good old B. R. T. JOURNAL.

No sleep now 'till I have glanced through its pages. I find as usual some topics just a little too deep for the ordinary man's mind, a few themes about which I do not care. Some good stories and—"what's this?"—J. J. Hill has doubled the tonnage of the average train on the "Burlington?" No. Why five years ago it was 180 tons, and that doubled would be 360 tons; the book says 365 tons, but that last five tons is too much. We don't believe your "old fish story" now.

Say, wonder what those "Burlington" fellows would think of a *full-grown train? a man's train?* Eighty-five loads with forty-five hundred tons, for instance, or one hundred cars with a sprinkling of empties mixed in; such trains are our every day trains, and when we go on "dress parade" we take one hundred steel hoppers loaded with coal, making a tonnage of about 7,000 tons. Why we wouldn't let our children play with a little toy like a "365" ton train.

We believe Mr. Hill has yet something to learn about railroading, and if he will communicate with the Secretary of Lake Shore Lodge No. 84 we can direct him to the man who gives us our tonnage rating.

DEL.

\* \* \*

## LANCASTER, O.

No. 76 is still in the field and taking in new members nearly every meeting. We admitted two the first Sunday in January and committees were appointed to work on thirteen others and we hope and trust that all may be found eligible to become members of our great Brotherhood.

We are glad to see so many young men join, for there is need of their help. We are starting in the New Year with an entire new set of officers and also with the determination to make the year of 1907 more successful than the year that is past.

We (as other lodges) are having our troubles in regard to non-attendance at meetings.

It is a pretty hard proposition for six or seven members to carry on the business of a lodge to the entire satisfaction of all. During the past year there have been times when the same members carried on the business of the lodge and there were just enough of them for a quorum.

Brothers, we cannot be too punctual in our attendance at meetings.

We should take as much care in attending meetings as we would in doing anything else.

There are two lodges on our division, No. 686 and No. 76. Our division is only 149 miles in length, extending from Trinway Junction with P. C. C. & St. L. to Morrow, O., junction with Little Miami, but what we lack in length is made up in business. We have good paying runs since we were granted our last increase. Runs are so ar-

ranged that the older men have preference of the Sunday lay-over.

We are a happy band here on the C. & M. V. and hope in the future to build up No. 76 'till she is a shining star in our great band.

Yours in B., S. &amp; I.,

SAM'L C. BOWLAND,  
Secretary of No. 76.

\* \* \*

## TWO ISMS.

This writing finds us all in the New Year and to all appearances every thing is quiet along the line. The various grievance committees have finished their work, and while every thing was not obtained in every detail, still what has been obtained can be considered as a victory for the B. of R. T. on the whole. The hardest struggle was with the River and Harbor men. For a long time the situation hung on a difference of one cent. The men stood for the Chicago scale of five cents per hour and the railroad managers offering four cents. The first proposition was for an eight-hour day. This the companies claimed they could not grant on account of the scarcity of available men. This proposition should have prevailed.

For the Lackawanna, the men obtained a ten-hour day and some changes in conditions. Commenting on all this, I think the Brotherhood can claim a certain amount of victory and this should serve as an object lesson to all trainmen who are not yet affiliated with the Brotherhood to avail themselves of the very earliest opportunity to make application for membership.

When the Brotherhood or any other labor organization obtains a substantial increase of wages or a betterment of conditions it is a source of interest to me as to how any man can refrain from making application for membership in his union at the earliest possible moment. If a non-union man will just stop to think and make inquiries, almost the first thing he will find out is the difference in wages in any business outside of railroad service. Here of course the pay is the same for both the union and the non-union man provided the road is organized, but if he be on a road that is not organized the chances are ten to one he is not drawing as large a check as his Brotherhood compatriot. If he be on an organized road he will note the difference in conditions. In every branch of business where there is not organized labor wages are low and conditions intolerable. A very forcible illustration of this is the street railway men. Were they as strongly organized as are the steam railroad men, does anyone imagine for a minute that they would be working the hours and for the small pay they are at present?

There is nothing so conducive to good wages and living conditions as unionism. This is one good "ism," but another is fraternalism. Take these two isms and work them in conjunction, one with the other, and all mankind is benefited. Fraternalism is or should be an inseparable adjunct to unionism. One can hardly be successful without the other, and when they are worked together the greatest success will obtain. There are

some members in all unions who lose sight of this fact at times and only think of their own interests, but on the whole these are in the minority. Fraternalism exists probably to a greater extent among railroad men than any other class of union men. They seem to be drawn together by a common bond of sympathy one for the other, probably excited by their hard and precarious calling, but it is refreshing to know this in this era of callousness to all that is noble in mankind in the world at large; and in conclusion, let me say I am glad that with each succeeding year the lot of our railroad men is becoming much better and it will so continue until eight hours shall be the limit for all.

A. M. DOUGLASS,  
Lodge No. 219.

\* \* \*

## Business Subscribers Received For January

Under this head the JOURNAL will print once the name, business and business address of each business firm, or, of each person in business for himself, or, representing a business firm as its agent who subscribes for one year. The idea is to inform our readers who among their businessmen have subscribed and to recommend to them the fairness of giving their patronage to those who have patronized the JOURNAL.

### SPOKANE, WASH.

Received from F. E. Vogleson, Lodge No. 307:  
M. H. Eggleston, City Treasurer, care City Hall.

M. A. Gunst & Co., Cigar Dealers.

Burns & Thennis, Saloon, 177 Howard.

Inland Printing Co., Howard and Main ave.

H. E. Hendrix, Plumber and Steamfitter, E. 211 Augusta avenue.

Max Jacobs, St. Lawrence Cafe, E. 10 Sprague avenue.

Chas. Grant, Attorney Room 3, Hypotheek Bank Building.

P. R. Erickson & Co., Grocers and Confectionery, 28 E. Third avenue.

Standard Furniture House, Inc., 315 Riverside avenue.

L. R. Dolby, Gents' Furnishings, 11 Riverside avenue.

U. G. Earnest, Proprietor Earnest Bar, 10½ E. Sprague avenue.

Val. Beldner, Proprietor Old Homestead Bar.

A. M. Akin, Cigars and Confectionery, 239 Riverside avenue.

W. Q. Webb, Physician and Surgeon, Granite Block.

### ELLENSBURG.

A. C. Butler & Co., Staple and Fancy Groceries.

Frank Kobilka, Fancy Tailoring.

G. M. Stevens, Plumbing and Heating.

The Owl Drug Store.

John Geiger, Fancy Tailor.

H. A. Gotzian, Boots and Shoes.

A. F. Schultz, Candies and Ice Cream.

J. J. King, Tonsorial Parlors.

The Ellensburg Dawn.

W. J. Peed, Dealer in Saddlery.

Payne & Simpson, Groceries.

Randall Printing Co., A. S. Randall, Manager.

F. W. Farrell, Harness and Saddles.

O. Peterson, Reception Bar.

S. Pearson, Proprietor Warwick Liquor Co.

O. W. Pautzke, Photography.

D. A. Holbrook, Hotel Holbrook.

Paul Fein, Pool and Billiard Parlor.

### PASCO.

Roy J. Hutson, Pasco Lunch Counter.

A. C. Purdy, New Eagle Hotel.

### BOYCE, LA.

Received from R. Edmondson, Lodge No. 666:  
Dra. Sewell and Sewell, Medical Examiners for B. of R. T.

### JEFFERSON CITY, MO.

Received from J. L. Doolittle, Lodge No. 637:

Henry Zimmer, Oak Saloon.

Ben Gilbert, General Repairer and Machine Shop.

Lee Trueblood, Up-to-Date Bar, Cigars, etc.

J. Sinclair, Stock Buyer, 211 Stewart.

J. W. Rener, Coal and Wood, 411 E. High.

Theo. Augmead, Coal and Wood.

Received from W. H. Raley, Lodge No. 179:

### KANSAS CITY, MO.

W. H. Gllmer, Restaurant, Nicholson avenue.

### CEDAR RAPIDS, IOWA.

Received from H. M. Clark, Lodge No. 56:

Dixon Bros., Cigars and Tobacco, 186 F. avenue W.

The Model, Clothing and Gents' Furnishings, Second avenue E.

### HUGO, IND. TER.

Received from J. F. Kennedy, Lodge No. 702:

Webb Mercantile Co.

R. V. Womack Mercantile Co.

Union Barber Shop.

St. Louis Store, Dry Goods and Clothing.

Sangin & Byrns, Groceries.

Hugo National Bank.

First National Bank.

Steward & Tyler, Oriental Pool and Billiard Hall.

New State Drug Co.

Knox & Adams, Restaurant.

Norton & Fullmer, Old Railroad Exchange Pool Hall.

Paris Grocery Co.

Hugo Drug Co.

Wright Lumber Co.

Carl Krauthers, Union Bakery.

J. P. Ward, National Real Estate Co.

J. W. Blackwell, Paris Meat Market.

Golden Rule Grocery Store, J. H. Hebard, Proprietor.

F. M. Brooks, Hardware and Tinware.

Henry's Confectionery Store.

David Burford, Cigars and Fruits.

E. O. Haines, Hugo Furniture Co.

J. D. Collier, Hugo Transfer and Livery Co.

J. B. Booth, Cotton Buyer.

F. M. Hopper, Furniture.  
 R. L. Weddington, Harness Shop.  
 H. E. Alexander, Tailor.  
 W. N. Campbell, Pool and Billiard Hall.  
 R. D. Killingsworth, Bon Ton Cafe.  
 Hugo Trust Co., Real Estate, Abstracts and Insurance.

#### RUSSELL, KY.

Received from R. E. Lee, Lodge No. 454:  
 Gilley Bros.

#### IRONTON, OHIO.

Mahle & Sheridan.  
 McNary & Mearan.

#### WEST FRANKFORT, ILL.

Received from D. S. Dotie, Lodge No. 675:  
 J. L. Smith, Lumber and Furniture, E. Main.  
 Sawyer & Bryan, Cafe, E. Main.  
 H. M. Zwick, Clothing, E. Main.  
 Witt Mercantile Co., General Merchandise, E. Main.

#### TOLEDO, OHIO.

Received from L. A. Capwell, Lodge No. 518:  
 Bowe & Ross, Druggists, 1531 Broadway.  
 A. B. Cole Sons Co., Moving and Storage, 1427 Broadway.  
 J. F. Bennett Co., Pictures, Frames and Paintings, 1122 Broadway.  
 Geo. F. Bruss, Groceries, 1540 Broadway.  
 Fred Schroeder, Plasterer and Brickwork, 822 South street.

#### BALTIMORE, MD.

Received from H. E. Eaton, Lodge No. 124:  
 Robert D. Attiland, Restaurant, 1102 Greenmount avenue.  
 John L. Wink, Restaurant, 1407 N. Charles.  
 Andrew Kraus, Restaurant, 1801 Fall Road.  
 Thos. Davis, Restaurant, 2218 Jefferson Place.  
 Fred Puepke, Grocery, 2649 Hampden avenue.  
 T. H. Joy, Jewelry, 700 Thirty-fifth.  
 W. V. Murphy, Gents' Furnishers, 502 E. Baltimore.

#### HANOVER, PA.

Noah Shaffer, Colonial Hotel.

#### HAVELOCK, ONT.

Received from T. J. Curran, Lodge No. 255:  
 J. E. Fowler, Jeweler.

#### TORONTO JUNCTION.

Poyntz Bros., Butchers.  
 Empire Quick Lunch.

#### RACINE, WIS.

Received from J. S. Riley, Lodge No. 191:  
 Shoop Medicine Co.  
 Shulte Clothing Co.  
 Louis W. Peterson, Care M. Motor Car Co.  
 Fish Bros. Wagon Co.

#### OAKLAND, CAL.

Received from E. Broberg, Lodge No. 71:  
 The Pacific Coast Co., Adams Wharf.  
 Jas. P. Taylor Coal Co., First and Franklin.  
 Chas. R. Allen Coal Co., Broadway Wharf.  
 Sherwood & Sherwood, Adams Wharf.  
 United Iron Works, Second and Jefferson.  
 Dr. W. G. Mobley, Dentist, 1428 Eighth street.  
 Nippon, Tailor, 1460 1/2 Seventh street.

Henshaw, Bulkley & Co., Fifth and Cypress st.  
 Huntberg Bros., American Cleaning and Dye Works, 165 Seventh street.

The Spool Cotton Co., First and Myrtle streets.  
 J. I. Case, Threshing Machine Co., 616 Myrtle.  
 Eagle Box and Manufacturing Co., 611 Market.  
 Oak Lumber Co., Foot of Oak street, Adams Wharf.

Hunter Lumber Co., First and Madison, Adams Wharf.

Carnegie Brick and Pottery Co., First and Madison, Adams Wharf.

Chas. H. Butler & Co., Port Costa Flour, Webster street Wharf.

The Standard Supply Co., Inc., First and Broadway.

Sunset Lumber Co., First and Clay streets.

#### NIAGARA FALLS, N. Y.

Received from R. G. Hannan, Lodge No. 639:  
 H. Colpo, Hotel, 2113 Main.  
 Clark Shipston, Coal Dealer, 2117 Whirlpool.  
 Geo. A. White, Boots and Shoes, Main street.

#### JACKSON, TENN.

Received from L. P. Garner, Lodge No. 216:  
 Levy & Feinberg, Dry Goods, 111 N. Market.  
 Frankland Carriage Co., 102 Poplar.  
 R. E. Franklin & Co., Grocers, Highland and Deadrick.

C. Hanebuth, Jr., Soda Water, 119 Highland avenue.

Harrison Bros., Grocers, 124 Johnson.

J. T. McCutchen, Jr., & Co., Insurance, Care Second National Bank.

H. L. Beidenbach, Bakery, 228 N. Church.

#### OTUMWA, IOWA.

Received from P. H. Sheridan, Lodge No. 737:  
 Frank Pauloy, Shaving Parlor, 111 S. Market.  
 C. T. Sullivan, Funeral Director and Undertaker, 115 W. Second.

Dr. Newell, 634 W. Second.

Peach & Crisswell, Clothing, 207 E. Main.

#### MARION, IOWA.

E. J. Mentzer, Proprietor Hotel Mentzer.

#### MOOSIC, PA.

Received from W. M. Howell, Lodge No. 382:  
 Dr. O. B. Richards, Dentist.  
 Jas. Walsh, Proprietor Valley Hotel.

#### SALIDA, COLO.

Received from W. Henry Curtis, Lodge No. 31:  
 Joe Haley, Gold Nugget Restaurant.  
 C. E. Cooke, Manager The Bon Ton.  
 F. B. Windiate, Parker Rye.  
 Adolph Unger, Clothing and Furnishings.  
 Ben Disman, Clothing.  
 W. C. Alexander, Jeweler and Optician, 142 F street.

Francis Brothers, Clothing and Furnishings.  
 Hampson Bros. & Waldez, Groceries and Meats.  
 E. W. Garretson, Salida Co-operative Mercantile Co.

D. J. Kramer, D. & R. G. Watch Inspector.

E. E. Brigg, Mining Man.

Earl Wise, Smoke House.

**CHADRON, NEB.**

Received from Geo. Scott, Lodge No. 190:  
 Lewis Metzler, Cigar Manufacturer.  
 Geo. Lowery, Shoes.  
 Harry Hull, Tonsorial Artist.  
 O. J. Schwieger & Co., Gents' Furnishings.  
 Erway Bros., Tonsorial Artists.

**LONG PINE.**

W. Mason, Pharmacy.

**OAKLAND, CAL.**

Received from W. A. Perkins, Lodge No. 818:  
 Jackson Reynolds, Cattleman, Summit street and  
 Crystal avenue.

**IOWA.**

Received from David Connors, Lodge No. 522:

**CHEROKEE.**

C. B. Debolt, Cigars and Tobacco.

**ARCHER.**

Gene Sullivan, Grain Dealer.

**GEORGE.**

Runtie & Jackley.

**SIOUX FALLS, S. D.**

W. V. Lowe, Sioux Falls Granite Paving  
 Blocks.

**ALEXANDRIA, VA.**

Received from H. D. Byers, Lodge No. 418:  
 T. A. Groves, Furniture and Carpets, 810 King.  
 Gibson & Timberman, Druggists, corner King  
 and Alfred.

J. A. Dienelt, Druggist, 1113 King.

J. J. Hanratta, Cafe, 108 N. Henry.

E. D. Dunn, Groceries, 1024 Cameron.

H. M. Head, Groceries, 1026 Duke.

B. Wheatley, Undertaker and Funeral Director,  
 807 King.

Sanders & Son, Jewelers, 627 King.

W. F. Creighton & Co., Druggists, 401 King.

F. J. Kramer, Florist, 114 N. Fayette.

Demaine & Sons, Undertakers, 819 King.

H. C. Smith, Tailor, 907 King.

B. Baer, Jr., Clothier and Tailor, 415 King.

T. J. Fannon, Groceries, Wood and Coal, Duke  
 and Henry.

Jas. Phillips, Shaving Parlors, 617 King.

**LYNCHBURG, VA.**

J. W. Mays, Wines and Liquors, 61 Ninth.

**CHICAGO, ILL.**

Received from J. S. Cusick, Lodge No. 4:  
 The Union Bank, 277 Ninety-second street.

**WINNEMUCCA, NEV.**

Received from H. F. Ebert, Lodge No. 313:

J. W. Guthrie, Assessor.

F. G. Hoenstine, Treasurer.

S. G. Lamb, Sheriff.

**SPARKS, NEV.**

C. Wallstabb, The Wallstabb.

**CONNELLSVILLE, PA.**

Owen Murphy, 303 First National Bank Bldg.

**ASPINWALL, PA.**

W. C. Campbell, Tradesman.

**CHEAT HAVEN, PA.**

E. Fawcett, Coal Operator.

**PITTSBURG, PA.**

W. D. O'Brien, Physician, 99 Hazelwood ave.

**LITTLE FALLS, W. VA.**

Benson Jacobs, Merchant.

**YOAKUM, TEX.**

Received from R. B. Jones, Lodge No. 399:

Hardy & Erwin, Barbers.

**ST. LOUIS, MO.**

Received from H. Wedermyer, Lodge No. 298:

Rosenbach Grocery Co., 2200 N. Broadway.

F. Schaettler, Cafe, 1787 N. Broadway.

**WASHINGTON, D. C.**

Received from C. E. Donovan, Lodge No. 528:

J. E. Hauger, Artificial Limbs, 1812 Pennsyl-  
 vania avenue S. W.

**BUFFALO, N. Y.**

Received from A. B. Harkins, Lodge No. 187:

E. E. Schoenhut, Florist, 352 William.

Brainard House, 1029 William.

**KANSAS CITY, MO.**

Received from Thos. Leonard, Lodge No. 80:

Buckley & Taylor, Liquors and Cigars, 1025 W.  
 Seventeenth.

Lee Bodenheimer, Dry Goods, Shoes, etc., 1028  
 W. Seventeenth.

C. E. Lawson, Drug Store, 1714 Holly.

Fred Morast, Barber, 1109 W. Seventeenth.

Kellerman's Hotel, P. A. Kellerman, Proprietor,  
 1718 Holly.

**LAFAYETTE, LA.**

Received from C. E. Harnisch, Lodge No. 317:

L. Lacoste, Sheriff.

N. Abramson, Clothing.

Creig & Mouton, Lafayette Gazette.

P. Kraus, Jeweler.

Mose Levy, The Blue Store, Dry Goods, Cloth-  
 ing, etc.

Lerosen & Alpha, Lafayette Advertiser.

Parkerson & Mouton, Insurance.

First National Bank.

A. J. Leblanc, Tax Collector.

Judge Julian Mouton, Circuit Judge.

W. Campbell, District Attorney.

C. Dabaillon, Attorney-at-Law.

J. L. Kennedy, Attorney-at-Law.

C. D. Caffery, Attorney-at-Law.

J. J. Davidson, Cashier Bank of Lafayette.

J. C. Nickerson, Real Estate Agent.

**GALESBURG, ILL.**

Received from R. A. Straub, Lodge No. 24:

G. A. Swensen, Cigar Store, 340 E. Main.

Dr. C. B. Horrell, 234 E. Main.

**TEMPLE, TEX.**

Received from A. J. Stowers, Lodge No. 206:

J. C. Mitchell, Manager Temple Ice Factory.

Tom Walker, Manager Cox Grocery Co.

Winburn Pierce, Lawyer.

**RANSOM, KAN.**

Received from C. S. Guinn, No. 564:

G. Kneffer, Restaurant.

**HOISINGTON, KAN.**

E. Childs, Hardware and Furniture.



## TOLEDO, OHIO.

Received from I. R. Innes, Lodge No. 512:  
B. R. Baker & Co., Clothiers and Furnishers,  
485-489 Summit.

## GAINESVILLE, TEX.

Received from Mrs. Sarah E. C. Howard, L.  
A., Lodge No. 809:

E. A. Blanton, Attorney-at-Law.  
J. M. Lindsay, Gainesville National Bank.  
W. E. Hocker & Co., Grocers.  
H. L. Schad, Meat Market.  
H. F. Smith, Fine Vehicles.  
J. R. M. Patterson Dry Goods Co.  
H. W. Stark, Druggist.  
J. C. Wooldridge, Lumber Dealer, 416 S. Lind-  
say.

M. B. Kinnie, Jeweler.  
S. Zacharias, Dry Goods.  
L. W. Bosley, Tinner and Plumber.  
Jno. L. Simpson, Wholesale Grocer.  
Lewis Rogers, Attorney-at-Law.  
A. W. Green, Attorney-at-Law.  
J. M. Wright, Attorney-at-Law.  
E. V. Leslie, Laundry.  
C. L. McCowen, Dry Goods.  
A. H. Demock, Grain Dealer, 811 Compress.  
H. L. Cheshire, Furniture.  
Geo. C. Morris, First State Bank.  
Garvey & Fraser, Coal and Transfer.  
Dr. C. G. Comegys, Dentist.  
W. W. Howeth, Real Estate and Titles.  
F. M. Boyd, Photographer, N. Dixon.  
Stuart & Bell, Lawyers.  
Smythe Printing Co.  
L. Lefkowitz, Merchant Tailor, N. Dixon.  
A. J. Cooper, Snow Laundry.  
R. S. Cearnal, Harness and Saddle Dealer.  
Whaley Mill and Elevator Co.  
J. H. Maupin, Grocer.  
L. B. Jones, Grocer, 687 E. California.  
W. T. Seal, Meat Market, 635 E. California.  
C. O. Turner, Insurance.  
O. T. Carr, Plumbing and Hardware.  
Tom Barnitine, Gainesville Telephone Office.  
D. T. Lacey, Banker, 802 N. Weaver.  
D. J. Kenerely, Hardware, 307 N. Denton.  
Jas. R. Bell, Real Estate.  
Blanton & Bosson, Attorneys and Real Estate.  
Mora C. Clark, Life Insurance and Live Stock.  
David Calkins, Tinner.  
C. C. Thomas, Meat Market, 412 Clements.  
H. P. Ware, Sheriff, 589 N. Weaver.  
J. R. Stevens, Carpenter, 309 E. Pecan.  
Jno. G. Garrett, Contractor.  
Wils Roberts, Drayman.

## WICHITA FALLS.

Taylor & Hardy, Groceries and Cotton.  
Stearnes & Elliott, Meat Market, Indian ave.  
Collier & Hendricks, Men's and Boys' Outfit-  
ters.  
Walsh & Clashey, Clothiers and Men's Fur-  
nishers.  
H. H. Nolting, Groceries and Dry Goods.  
Walter Allen, St. Charles Cafe.  
Rock & Duke, Dry Goods and Men's Furnishers.  
Trevathan & Bland, Grocers.  
A. Kahn, Clothier.

## SOUTH CUMBERLAND, IND.

Received from S. E. Knotts, Lodge No. 267:  
Chas. T. Rogers, Jeweler and Watch Inspector  
for B. & O. R. R. Co., corner Virginia and Laing  
avenues.

H. E. Chaney, Confectionery, Stationery,  
Cigars, etc., 176 Virginia avenue.

## PENDLETON, ORE.

Received from C. J. Hamilton, Lodge No. 315:  
Leon Cohn, People's Warehouse.

## ATLANTA, GA.

Received from W. C. Puckett, Lodge No. 302:  
Robson & Rivers, Real Estate, 8 W. Alabama.  
Arnold Broyles, Clerk Superior Court, Court  
House.

Neal Bank, Prudential Building.

H. L. Collier, Commissioner Public Works, City  
Hall.

W. P. Andrews, Lawyer, Equitable Building.  
Aragon Hotel.

Etowah Cafe, Alabama and Whitehall.

Wm. Wolpert & Sons, Saloon, 70 Peachtree.

R. B. Blackburn, Lawyer, 23 Inman Building.

## TRAVERSE CITY, MICH.

Received from Robert Ryan, Lodge No. 559:  
Novotony Bros., Sample Room, 423 S. Union.

H. W. Pierce, Sample Room, 407 S. Union.

Jas. C. Hopkins, Ice and Wood.

Kubeck & Hoyt, Gents' Furnishings, 127 S.  
Union.

Chas. L. Deyo, Candies and Cigars, 513 S.  
Union.

Oval Wood Dish Co., 530 Franklin.

Hon. Frank Hamilton, Clothing, 547 Washing-  
ton.

Mrs. C. A. Bugbee, Drugs, 319 Washington.

Jno. Schlegel, Meat Market, 314 S. Union.

Hon. A. V. Fredrich, Shoe Store, 128 E. Eighth.

J. L. Boyd, M. D., Hamilton Block.

W. H. Umlor, Attorney, 408 Fifth.

J. M. Wilhelm, M. D., 232 E. Front.

The Hannah & Lay Mercantile Co., Front st.

E. L. Thirliby, M. D., State Bank Building.

J. W. Patchin, Attorney, 405 New Wilhelm  
Building.

Joe Brothers, Sample Room, 108 Front.

Wm. H. Arms, Plumbing, 530 S. Union.

P. C. Gilbert, Attorney, 326 West Seventh.

O. E. Chase, Physician, State Bank Building.

Tracy H. Gillis, City Clerk, 508 State.

Sherman & Hunter, Clothing and Furnishings,  
236 E. Front.

W. Loudon, Blacksmith and Horse Shoeing,  
Oak and Fifth.

Germain Bros., Livery and Transfer Line, 311  
State.

E. W. Grelick, Cabinet Maker, Room 406 State  
Bank Building.

J. J. Janda, Cigar Factory, 703 Randolph.

J. Kauer, Sample Room, 601 Randolph.

A. J. Dawson, Life Insurance, 309 State Bank  
Building.

W. Beltner & Son, Wire End Dishes, Bay street.

## ELK RAPIDS, MICH.

W. R. Carlisle, Manager Elk Rapids Iron Co.

## SAN ANTONIO, TEX.

Received from M. J. Garvey, Lodge No. 52:  
 Robitsch Bros., Groceries, Austin street.  
 H. F. Bell, Saloon, Austin street.  
 Cook & Roberts, Dry Goods, Austin street.  
 F. C. Fifer, Bakery, East Commerce.

## TEXAS.

Received from J. Appleby, Lodge No. 369:

## SAN ANTONIO.

W. O. Reiden, Groceries, 1801 W. Commerce.  
 P. O. Howerton, Druggist, 1416 W. Commerce.  
 P. Maureaux, General Merchandise, 1201 W. Commerce.  
 C. Opperman, Groceries, San Marcos and Houston.

## VAN ORMY.

E. Krause, General Merchandise.

## DEVINE.

J. A. Kercheville, Meat Market.

## PIEDMONT, MO.

Received from J. W. Berner, Lodge No. 699:  
 J. E. Gilmer, Physician and Druggist.  
 J. F. O'Dell, Mercantile.  
 W. P. Toucy, Druggist.  
 L. A. Lane, General Merchandise.  
 P. H. Fulton, Druggist.  
 J. S. Beryman, General Merchandise and Gents' Furnishings.  
 W. H. Blain, General Merchandise.  
 S. A. Lee & Co., General Merchants.  
 J. R. Brooks, Boots and Shoes.  
 C. Carter & Co., General Merchandise.  
 Carter & Wayland, General Merchants.  
 Z. C. Smith, Attorney.

## TRENTON, MO.

Received from E. B. Brown, Lodge No. 20:  
 George Dempsey, Rock Island Dining Hall.

## PARKERSBURG, W. VA.

Received from H. R. Vance, Lodge No. 355:  
 C. L. Hull, Meat Market, 810 7th.  
 C. Fleming & Son, The Shoe Dealers, 815 7th.  
 C. E. Mansell, Shoes Repaired, 809 7th.  
 James Provias, Candy Kitchen and Bakery, 700 7th.  
 Robert Stoetzer, Barber Shop, 716½ 7th.  
 T. Dando, Groceries and Provisions, 810 7th.  
 John Hanigan, Jr., Grocer, 808 7th.  
 Tyler & Davis, Talking Machines, 223 7th.  
 J. F. Congrove, Proprietor Modern Shoe Repair and Supply Co., 221 7th.  
 The Gold Mine Store, China and Glassware, 611 Market.  
 J. S. Speece, Merchant Tailor, 612 Market.  
 Hub Clothing Co., 506 Market.  
 Farmers and Mechanics National Bank, 4th and Market.  
 Col. Day, Barber Shop, 428 Market.

## ALBANY, N. Y.

Received from W. Bozler, Lodge No. 565:  
 G. H. Bender, Groceries, Alexander.  
 J. O'Connell, Cafe, 4th avenue and S. Pearl.  
 Ira Applebee, Physician, 333 S. Pearl.  
 H. J. Pfantz, Jeweler, 298 S. Pearl.  
 L. F. Dascher, Undertaking, 77 Broad.

W. Schuff, Bakery, 90 Clinton.

F. J. Harlfinger, Bakery, 3-5 Delaware.

J. Eberlee, Bakery, 303 S. Pearl.

E. C. Rosche, Bottler, 48 Clinton.

C. Weisel, Meats, 97 4th avenue.

Barry Bros., Undertaking, 4th avenue and S. Pearl.

J. H. Hurley, Undertaking, 329 S. Pearl.

O. J. Malone, Undertaking, 44 S. Ferry.

L. W. Zessin, Groceries, 116 Clinton.

G. Rommel, Barber, 323 S. Pearl.

M. Kelley, Cafe, 184 Franklin.

J. Hensel, Fish, 250 S. Pearl.

E. Lyons, Tea and Coffee, 94 S. Pearl.

Dearstyne Bros., Tobacco and Cigars, 82 S. Pearl.

J. Bennink, Groceries, 57 Elizabeth.

L. Newhoff, Wholesale Meats, 10 Delaware.

## GREENVILLE, TEXAS.

Received from Robert G. Meade, Lodge No. 605:

Physicians' and Surgeons, Hospital.

John T. Hardin, Grocer.

Geo. Lindsay, Architect.

## SIOUX CITY, IOWA.

Received from A. H. Green, Lodge No. 247:

W. C. Beck, Jeweler, 261 Jackson.

H. A. Barr, Woodbury, County Savings Bank.

Brown Coal Co., 306 Jackson.

The Rutland Bar, J. Sheeley, 1808 4th street.

## WEST FRANKFORT, ILL.

Received from D. S. Doty, Lodge No. 675:

G. L. Powell, Grocer, E. Main.

## ELKHART, IND.

Received from Chas. H. Myers, Lodge No. 23:

E. B. Felt, Druggist.

## LONDON, ONT.

Received from Chas. Veech, Lodge No. 415:

C. H. Morrow, Britania Hotel.

T. Shaw, Grocer, 670 Dundas.

W. H. Sanborn, Grocer, 704 Dundas.

R. J. Young, Dry Goods, 668 Dundas.

E. W. Boyle, Druggist, 652 Dundas.

Dr. English, 688 Dundas, E.

J. Fawes, Baker, 660 Dundas.

F. L. Coulson, Bank of Toronto.

Dr. C. H. Reason, 538 Dundas.

W. J. Reid, China Hall, 268 Queen's avenue.

## SHAMOKIN, PA.

Received from H. H. Reese, Lodge No. 541:

M. C. Farrow, Undertaker, Liberty street.

N. R. Luder, Gents' Clothing, Ind. street.

## AKRON, OHIO.

Received from Otto Stoll, Lodge No. 432:

Franklin Bros., Contractors, 127 Otto.

American Scrap Iron Co., 30 W. State.

New Castle Coal Co., W. State.

Austgen and Pfeifer, Hanover Cafe, 290 S. Main.

Lyman Lumber Co., 440 S. Main.

Spukler and Kroeger, Boots and Shoes, 312 S. Main.

Geo. Billow & Sons, Funeral Directors.

W. A. Helfer, Imperial Greenhouses, 565 Bowery.

## BARBERTON.

Geo. M. Smith, Smith's Tavern, R. F. D. 84.

## MILWAUKEE, WIS.

Received from F. O. Andrews, Lodge No. 128: inga.  
J. Hlinkley, Buffet, 199 Reed street.

## PITTSBURG, PA.

Received from A. F. Morton, Lodge No. 225:  
A. C. Clark, Physician 3420 Butler.  
L. I. Neff, Florist, 218 6th.  
Seventh Avenue Hotel, Liberty.  
J. B. Haag, Hotel, 2706 Penn avenue.  
Chicago Restaurant, 1209 Penn avenue.

## EAGLE GROVE, IA.

Received from Thomas Roach, Lodge No. 138:  
J. H. Martin, Star Grocery.  
M. N. Sadler, Clothier.  
W. R. Blaxe, Lumber, Coal and Salt.  
J. C. Miller, Lunch Room.  
Olson Bros., East Side Meat Market.  
Landis Drug Co., Paine Block.  
H. E. Boughton, Railroad Watches.  
A. F. Lukensmeyer, North Western Grocery.  
George Kuehn, Clothing and Tailoring.  
George Weatherly, Manager Iowa Telephone Co.  
H. Sorensen, Druggists.  
C. Christensen, Shoes and Repairing.

## JONESBORO, ARK.

Received from W. H. McGraw, Lodge No. 358:  
Dr. Hugh Raina, 303½ Main street.  
J. E. Wilson, Grocery, 280 Main street.  
The Hub Clothing House, 208 Main street.  
The Grand Leader Dry Goods Store.  
Dr. Burns & Lutterlosh, 409 Main street.  
I. H. Caraway, Attorney.  
E. H. Mathes, Attorney, 217 E. Washington st.  
Dr. L. S. Johnston, Box 391.  
Sternheimer & Neustrader, Grocery, Main st.  
Dr. W. C. Haltom, 401 Main street.  
Langford & Houghton, Main street.  
Mr. Williams, Barber, Main street.  
J. H. Little, Manager Roller Mills.  
A. Furgerson, Meat Market, Main street.  
S. J. Barnett, Druggist, 401 Main street.

## ALTOONA, PA.

Received from W. C. Giarth, Lodge No. 174:  
Reed Tobacco Co., 990 Green avenue.  
Wright Brothers, Groceries, 1712 Union avenue.  
P. L. Morrison, Hotel, 12th avenue.  
Yung, Sam, Hotel, 907 17th street.  
J. Luckett, Groceries, 1701 11th avenue.

## BARABOO, WIS.

Received from M. E. Pierce, Lodge No. 177:  
J. E. English, Physician.  
Von Wald & Co., Dry Goods.  
Julius Hoppe, Clothier.  
Risley Bros., Dry Goods.  
J. H. Link, Jeweler.  
Erswell, Melzl & McGann, Furniture.

## READING, PA.

Received from S. F. Thomas, Lodge No. 117:  
H. Undercuffer, Cafe, 9th and Spring.

## THIEF RIVER FALLS, MINN.

Received from W. Wahrman, Lodge No. 436:  
Foss & Kloss, Liquors.  
C. J. Johnson, Barber.  
J. A. Ralston, Restaurant.

## C. O. D. Clothing Co., Clothing and Furnish-

ings.  
Mutry & Effinger, Pool, Billiards and Cigars.  
James Martin, Liquors and Cigars.  
F. A. Ralph, Vienna Restaurant.  
M. Bothun, Confectionery and Groceries.  
S. M. Bagby, Editor Press.  
W. Korstad, Tailor.  
A. Hueth, Barber and Baths.  
J. P. Curtis, Druggist.

## PITTSBURG, PA.

Received from W. H. Raley, Lodge No. 179:  
G. R. Gaver, Physician, 222 Oakland avenue.

## UNIONTOWN, PA.

W. F. Frederick, Pianos and Organs, First National Bank Building.

## WEST VIRGINIA.

Received from P. J. Conway, Lodge No. 630:

## HANDLEY.

J. H. Brooks, Barber.  
Irwin & Brady, General Merchandise.

## MONTGOMERY.

Mankin & Davis, Mecca Saloon.  
C. P. Webb, General Merchandise.  
Montgomery Grocery Co.  
T. M. Johnson, Wines, Liquors and Cigars.

## HANSFORD.

A. King, General Merchandise.  
C. M. Newman, Groceries and Dry Goods.

## PRATT.

S. W. McClary, General Merchandise.  
J. A. B. Holt.  
I. V. Nugen, Manager for Pratt Grocery Co.

## EAST LAS VEGAS, N. M.

Received from H. L. Starr, Lodge No. 77:  
The Hub Clothing Co.

## GREENVILLE, ILL.

Received from Self:  
De Moulin Bros. & Co., Lodge Uniforms, Badges, etc.

## PHILADELPHIA, PA.

Received from C. K. Turner, Lodge No. 589:  
C. C. Anderson, Building Superintendent, 28 N. Millick.

## OHIO.

Received from W. I. Spafford, Lodge No. 398:

## COLUMBUS.

J. L. Parmill, Standard Life Insurance, 167 14th avenue.

## MIDDLEPORT.

M. G. White & Co., Feed Store, Mill street.  
J. T. Gatewood, Star Barber Shop.  
Major & Chambers, Groceries.

## CHICAGO, OHIO.

Received from O. E. Lane, Lodge No. 425:  
L. E. Simmons, Newspaper.  
Received from R. Edmondson, Lodge No. 666:

## MARSHALL, TEX.

Gradin Powell, Hotel.

## MIDLAND, TEX.

C. D. Carroll, Dealer in Horses and Mules.

## BOYCE, LA.

J. B. Wolf, Bank Saloon.

## LOS ANGELES, CAL.

Received from T. O'Brien, Lodge No. 74:  
Port Bros., Gents' Furnishings, 1512 Fernando.  
Geo. Miller, Manhattan Restaurant, 1460 Fernando.

C. P. Deitz, Tailor, 1450½ Fernando.  
Massey & White, Cafe, 1444 Fernando.

## ONTARIO.

Received from T. J. Curraw, Lodge No. 255:

## TORONTO.

T. H. Dunn, Gents' Furnishings, 424 Queen street, W.

## TORONTO JCT.

L. Scruton, Undertaker, Dundas.  
T. G. Coe, Tailor and Gents' Furnishings, Dundas, E.  
Taylor Bros., Butchers, 127 Dundas, E.  
L. Heaps, Painter and Paper Hanger, 66 Dundas, E.

Hillock & Brown, Grocers, 39 Dundas, E.  
P. W. Goldthorpe, Barber, 204 Dundas, E.  
H. J., Partington, Housefurnisher.  
Noden & Hallett, Hardware, 32 Dundas, E.  
J. F. McInerney, Butcher, 286 Dundas, E.

## HAVELOCK.

I. Morris, Barber.  
W. A. McMaster, General Store.  
J. L. Squire, General Groceries and Produce.  
F. C. McMaster, General Hardware.  
Kenneth McKay, Merchant Tailor.  
James Thompson, Dry Goods.  
E. Fennell, Boots and Shoes.  
W. H. Swain, Tailor and Gents' Furnisher.  
J. M. Watson, Grocer and Meats.

## PONTYPOOL.

R. Richardson, Bakery and Confectionery.

## PHILADELPHIA, PA.

Received from C. Mahoney, Lodge No. 587:  
W. D. Bacon, Physician, 409 N. 54th.  
W. Gardener, Cafe, 48th and Girard avenue.

## ALTOONA, PA.

Received from W. A. Jones, Lodge No. 174:  
J. B. Lallemand, Merchant Tailor, 2304 8th ave.

## GALION, OHIO.

Received from C. Monat, Lodge No. 35:  
H. D. Smart, Chief Saloon, S. Market.  
H. H. Hartman, Physician and Surgeon, N. Market.

First National Bank, Public Square.  
Theo. Young, Gem Barber Shop, S. Market.  
E. D. Helfrich, Physician and Surgeon, S. Market.

## TUCSON, ARIZ.

Received from F. B. Hurlbut, Lodge No. 460:  
Anderson Bros., California Buffet, 10th street and 5th avenue.

Levey Bros., 56 E. Cong.  
Wheeler & Perry, Grocers, 48 E. Cong.  
Charlton Jay, Druggist.  
Smith Sporting Goods Co.  
Aguilar & Simpson, People's Store.  
A. Steinfeld & Co., Clothiers.  
Greenwald & Adams.  
Geo. Martin, Physician.  
Merchant's Cafe.  
M. A. Rodgers, Physician.

Tucson Gas & Electric Light Co.  
Pagoda Tea and Coffee Co.  
New Method Laundry Co.  
E. J. Ailand, Royal.  
M. F. Kitts & Sons.  
Armstrong & Co.  
Bail Liquor Store.  
Ramona Hotel.

## SALIDA, COL.

Received from W. Henry Curtis, Lodge No. 31:  
W. J. Lippard, Druggist, 121 First.  
G. W. Morris, Cafe, 120 First.  
E. G. Holman, Liquors, 147 First.  
J. D. Randol, Grocer, 129 First.  
J. F. Hutchinson, Wholesale and Retail Meat Market, First street.  
J. W. Calhoun, The Commercial National Bank.  
J. G. Miller, Confectionery.  
D. H. Craig, First National Bank.  
J. Manful, Barber, F street.  
J. F. Roe, Physician and Medical Examiner.  
Reed Huffman, Barber.

## OKLAHOMA.

Received from C. Reniff, Lodge No. 532:

## EL RENO.

C. R. Miller, Druggist.  
B. H. Stewart, Meat and Poultry.  
Bruhweiler & Hecks, Groceries and Second-hand Goods, 218-220 S. Beckford avenue.  
F. A. Wenger, Shoe Co., 205 S. Rock Island ave.  
J. O. Truitt, Flour, Feed, Grain and Coal, 202 S. Chotow ave.  
J. C. Patterson, Tailor, 114 E. Russell.  
N. O. Barnhill, C. R. I. & P. Watch Inspector.  
Hatchet & Clark, C. R. I. & P. Surgeons, 121½ S. Rock Island ave.

C. A. Bergren, Barber, 116 E. Russell.

## MT. VIEW.

D. Jennings, Cotton Ginner.

## MANGUM.

Dr. Fowler Border, Border Hospital.  
W. E. Whiteside, North Side Hotel.

## LONE WOLF.

S. P. Barns, South Side Hotel.

## GOTEBO.

J. R. Atkinson, Real Estate, Loans and Insurance.

## TWO HARBORS, MINN.

Received from W. L. Gatrell, Lodge No. 339:  
C. G. Rothfus, Two Harbors Steam Laundry.  
A. J. Guoix, Bon Ton Bakery.  
Schriever Bros. & Moulton, The Big Store.  
B. F. Fowler, Attorney-at-Law.  
E. J. Steuerwald, Jeweler.  
W. H. Bodfish, Two Harbors Drug Co.  
Jasper De Mars, Two Harbors Candy Kitchen.  
Anderson & Teaman, Cash Grocery.  
S. C. Holden, County Clerk.

## PENNSYLVANIA.

## OLD FORGE.

Received from W. M. Howell, Lodge No. 382:  
Lorenzo Harrison, Meat Market.

## SCRANTON.

Thos. H. Nebone, Piano Dealer, 542 Wyoming avenue.

# GRAND LODGE OF THE BROTHERHOOD OF RAILROAD TRAINMEN.

OFFICE OF GRAND SECRETARY AND TREASURER.

To Subordinate Lodges, Officers and Members :

February 1st, 1907

You will please note that there will be no Grand Dues or Protective Fund assessment for Feb., 1907. Financiers when making their Feb. remittance will remit \$2.00 for each Class C, \$1.50 for each Class B, and 75 cents for each Class A certificate for beneficiary members in good standing, and make no remittance for non-beneficiary members.



The same applies to all members, admitted or readmitted during the month of March.

Fraternally yours,

*TSK*  
GRAND SECRETARY & TREASURER

## STATEMENT OF CLAIMS PAID DURING THE MONTH OF DECEMBER, 1906

| CLAIM. | NAME.                | LODGE. | PAID TO.                   | ADDRESS.                    | AMOUNT.    |
|--------|----------------------|--------|----------------------------|-----------------------------|------------|
| 11546  | H. H. Reed           | 24     | Albert J. Perry, Gdn.,     | Galesburg, Ill.             | \$1,850.00 |
| 11982  | Martin Murr          | 160    | Harry Murr, Adm.,          | Philadelphia, Pa.           | 1,850.00   |
| 12159  | Leroy Custer         | 614    | C. D. Custer, McCook,      | Neb.                        | 1,850.00   |
| 12196  | H. J. Pellow         | 174    | Edith E. Pellow,           | Altotoa, Pa.                | 1,850.00   |
| 12197  | H. J. Smith          | 267    | W. M. and Mary J. Smith,   | Keyser, W. Va.              | 1,850.00   |
| 12198  | G. W. Shipley        | 463    | Mary V. Shipley, Mt. Airy, | Md.                         | 500.00     |
| 12199  | E. O. Reitzel        | 117    | Catherine Reitzel,         | Columbia, Pa.               | 1,350.00   |
| 12200  | Chas. Murphy         | 191    | Mrs. Al. M. Murphy,        | Fon-du-Lac, Wis.            | 1,850.00   |
| 12201  | W. L. O. Woods       | 497    | Mary J. Woods,             | Brunswick, Md.              | 1,350.00   |
| 12202  | E. H. Fleming        | 244    | David Fleming,             | Lavalette, W. Va.           | 1,850.00   |
| 12203  | C. B. Longway        | 301    | Mary Longway,              | Berlin, N. H.               | 1,000.00   |
| 12204  | M. B. Renn           | 43     | Olive Renn,                | Sunbury, Pa.                | 1,350.00   |
| 12205  | W. M. Helm           | 117    | Samuel M. Helm,            | Columbia, Pa.               | 1,350.00   |
| 12206  | Frank Stark          | 218    | Frank Stark,               | Connellsville, Pa.          | 1,350.00   |
| 12207  | R. Bachard           | 233    | R. Bachard,                | Lowell, Mass.               | 1,850.00   |
| 12208  | H. K. Buchanan       | 233    | H. K. Buchanan,            | Lowell, Mass.               | 500.00     |
| 12209  | J. W. Parker         | 371    | Jennie Parker,             | Granboro, Que.              | 1,000.00   |
| 12210  | D. H. Settlemyer     | 63     | Mary E. Settlemyer,        | Youngwood, Pa.              | 1,350.00   |
| 12211  | Wm. T. Lucas         | 533    | Sallie A. Lucas,           | Pembroke, Va.               | 1,850.00   |
| 12212  | Jno. R. Greene       | 726    | Frances Greene,            | Oshkosh, Wis.               | 1,850.00   |
| 12213  | L. E. Faulkner       | 196    | Nellie C. Carr,            | Indianapolis, Ind.          | 1,350.00   |
| 12214  | W. H. Campbell       | 518    | Rhoda E. Campbell,         | Pittsburg, Pa.              | 1,850.00   |
| 12215  | J. E. Kelley         | 6      | Mary Kelley,               | Aurora, Ill.                | 500.00     |
| 12216  | S. H. Pickett        | 313    | Edith Zell Pickett,        | Kinsley, Kans.              | 1,350.00   |
| 12217  | Wm. Letters          | 750    | Annie Letters,             | Chicago, Ill.               | 1,350.00   |
| 12218  | G. W. Crenshaw       | 20     | Nora Crenshaw,             | Maysville, Mo.              | 1,350.00   |
| 12219  | Geo. R. Mair         | 124    | Lizzie Mair,               | Marysville, Pa.             | 1,350.00   |
| 12220  | J. E. Whalon         | 237    | Marguerite E. Whalon,      | Cleveland, O.               | 1,350.00   |
| 12221  | H. H. Hardman        | 21     | Maggie Hardman,            | Niles, O.                   | 1,350.00   |
| 12222  | J. E. Guinan         | 200    | Mary Guinan,               | Lima, O.                    | 1,350.00   |
| 12223  | J. J. Connolly       | 201    | Emily J. Connolly,         | Stamford, Conn.             | 1,850.00   |
| 12224  | Wildie Airgood       | 444    | Villia L. Airgood,         | Newberry, Pa.               | 1,850.00   |
| 12225  | Wm. Lyons            | 456    | Mary Lyons,                | Philadelphia, Pa.           | 1,850.00   |
| 12226  | H. W. Booth          | 12     | H. W. Booth,               | Ottumwa, Ia.                | 1,850.00   |
| 12227  | B. B. Beste          | 450    | B. B. Beste,               | Superior, Wis.              | 1,350.00   |
| 12228  | C. A. Simmonds       | 688    | Mable I. Simmonds,         | So. Lawrence, Mass.         | 500.00     |
| 12229  | Louis A. Kilby       | 285    | Josephine A. Kilby,        | Battle Creek, Mich.         | 1,350.00   |
| 12230  | Wm. J. Brown         | 406    | Jennie Brown,              | Belt, Mont.                 | 1,350.00   |
| 12231  | R. P. Jordon         | 462    | R. P. Jordon,              | Smicksburg, Pa.             | 1,350.00   |
| 12232  | Chas. F. Brandeberry | 397    | Belle Brandeberry,         | Toledo, O.                  | 1,350.00   |
| 12233  | Jacob Solins         | 119    | Julia Solins,              | New York, N. Y.             | 1,350.00   |
| 12234  | Jno. F. Patten       | 58     | Jno. F. Patten,            | Petersburg, Ill.            | 1,000.00   |
| 12235  | H. Frey              | 195    | Genesee Val. Trust Co.,    | Committee, Rochester, N. Y. | 1,200.00   |
| 12236  | T. J. Smith          | 659    | T. J. Smith,               | Tyler, Tex.                 | 1,850.00   |
| 12237  | E. G. Edwards        | 661    | E. G. Edwards,             | Milan, Mo.                  | 1,000.00   |
| 12238  | O. F. Dillinger      | 679    | O. F. Dillinger,           | New Ringgold, Pa.           | 1,850.00   |
| 12239  | C. S. Reed           | 89     | Bertha L. Reed,            | Indianapolis, Ind.          | 1,850.00   |
| 12240  | E. W. Whitehead      | 410    | E. W. Whitehead,           | Abbotsford, Wis.            | 1,350.00   |
| 12241  | J. A. Feltt          | 83     | Anna Feltt,                | Peru, Ind.                  | 1,350.00   |
| 12242  | Jos. Petrie          | 128    | Jos. Petrie,               | Milwaukee, Wis.             | 1,350.00   |
| 12243  | O. Stoddard          | 187    | Mary A. Stoddard,          | Salamanca, N. Y.            | 1,350.00   |
| 12244  | E. B. Ottey          | 197    | Eleanor M. Daniel,         | Jersey City, N. J.          | 1,850.00   |
| 12245  | Edgar Stonecipher    | 215    | Lucy C. Stonecipher,       | Chattanooga, Tenn.          | 1,000.00   |
| 12246  | J. C. Gruper         | 303    | Eunice Gruper,             | Ashland, Wis.               | 500.00     |
| 12247  | Albert Sprague       | 517    | Albert Sprague,            | Bay Shore, L. I., N. Y.     | 1,350.00   |
| 12248  | G. W. Boyce          | 648    | Hattie H. Boyce,           | Howell, Tenn.               | 500.00     |
| 12249  | Thos. Kennedy        | 143    | Thos. N. Kennedy,          | Newark, N. Y.               | 1,350.00   |
| 12250  | Jno. Anderson        | 569    | Anna Anderson,             | Duluth, Minn.               | 1,350.00   |
| 12251  | Wm. Roberts          | 573    | Florence Roberts,          | Jackson, O.                 | 1,350.00   |
| 12252  | E. D. Kelley         | 589    | Patrick Kelley,            | Columbus, O.                | 1,350.00   |

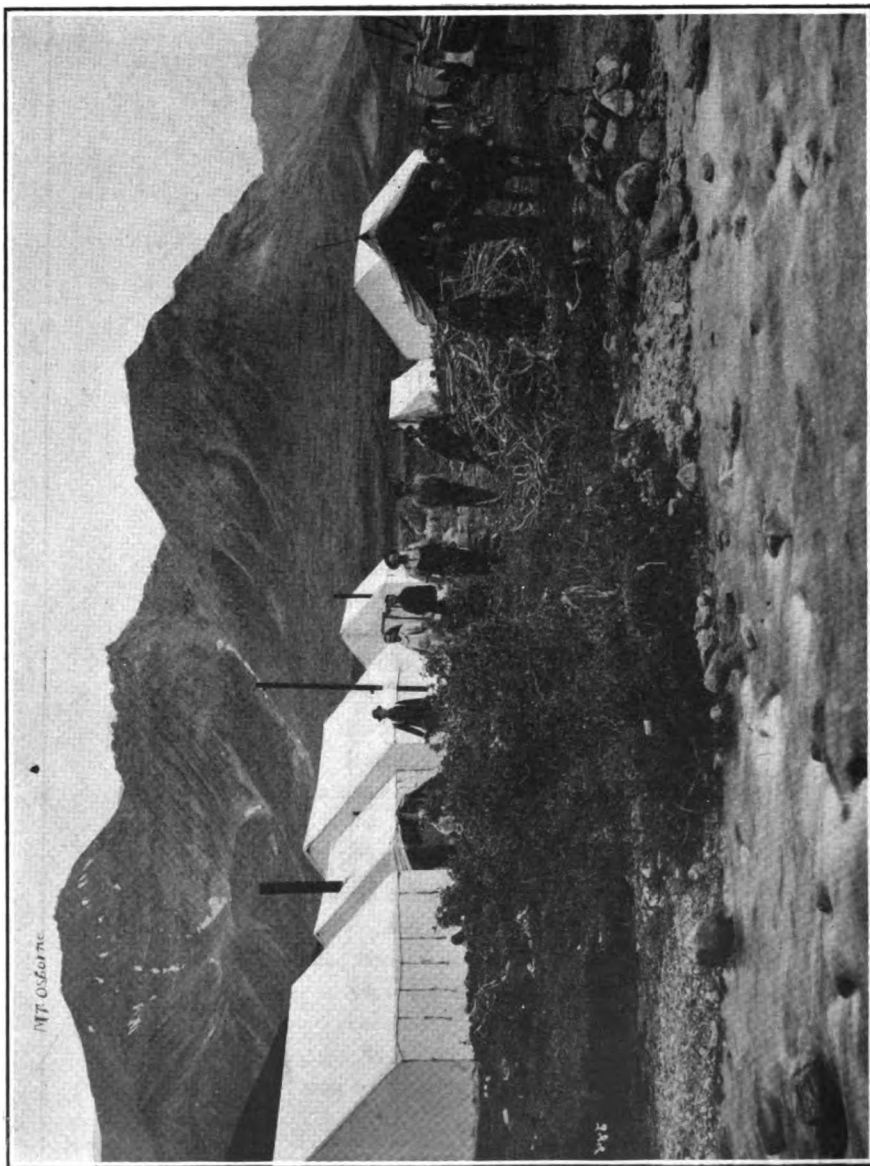
# Life's Battles

BY ADELBERT CLARK

The battles that we fight through life  
Are waged by strong-willed noble men,  
Such men who count the cost as naught,  
Regardless of what might have been ;  
Who dare to face the jaws of death,  
And wade through deep and bloody seas  
To plant the deathless laws of Right—  
I say, the world has need of these !

The loyal works of mighty men  
Go down, as with the golden sun,  
But like the sun, they rise again,  
Until the victory has been won.  
There is no death to noble deeds,  
They live eternal as the stars !  
'Tis only sin that dies in shame,  
Disfigured with its countless scars.

God bless the man who says "I will,"  
Though hell should meet him face to face,  
"I will endeavor to do right  
And win at last, the highest place."  
'Tis not enough to simply Try,  
But try again and yet again !  
To fear, will be to lose it all—  
Immortal Truth can ne'er be slain !



GRAND CENTRAL CAMP, ALASKA

# RAILROAD TRAINMEN'S JOURNAL

Published Monthly by the Brotherhood of Railroad Trainmen.  
Entered at the post-office at Cleveland, Ohio, as second-class matter.

D. L. CEASE  
EDITOR AND MANAGER



SUBSCRIPTION PRICE  
\$1.00 PER YEAR IN ADVANCE

VOL. XXIV.

MARCH 1907.

No. 3

## Transportation And Methods Of Travel In Northwestern Alaska.

A. L. JENKINS.

**T**HE two most important industrial features of Northwestern Alaska relate to water and transportation. Water is as essential to mining as it is to agriculture, and without proper transportation facilities a large area of the Seward Peninsula, will never be developed.

When miners are compelled to pay from \$200 to \$300 per ton for transporting their supplies from the seaboard to the mines which they are operating, it is apparent that these mines must contain very rich values in order to be profitably worked.

Many of the extensive mineral deposits, carrying low grade values, will remain undeveloped until such time as cheaper methods of transportation have been provided.

To any one who is familiar with the situation in this country, it is apparent that railroads are an actual necessity, in order to expedite the work of development.

Freighting is done all over the peninsula by means of teams and wagons, but in all this region there is not a highway or anything that can be designated by the title of road.

The nearest approach to a road is a river bed; when a teamster can follow the course of a stream, jostling over big rough boulders, and at other times wading through deep fords, he feels fortunate and happy. But where the trail leaves the streams and cuts across the hills, then his troubles begin. Frequently on the hillsides, the horses flounder belly deep in muck and mire, and the wagon wheels drop to the axle in the soft earth.

The swampy coastal plains, the hillsides covered with reindeer moss and tundra, growing over a treacherous bog or glacier, and the miry spots to be found on the mountain sides as well as on the plains, together with the many creeks and gulches that must be spanned, are evidences of the difficulties to be encountered in constructing railways and wagon roads.

But notwithstanding these conditions, it has been demonstrated that railroads can be constructed in this country with a firm and permanent roadbed. By ditching and drainage of the tundra and marshy uplands, this result can be obtained.

The complete development of the Seward



Peninsula will necessitate the building of railroads from a seaboard terminal, to every important mining camp in the district.

The many rich strikes that have been made in this region have attracted millions of capital, which are being poured into the country, to be used in the work of development. The men who are now building railroads in this part of Alaska, are doing a great public service; they are doing much towards developing the greatest industry of the Northland, which will probably make this the foremost gold producing country on the face of the globe. They are potent

were more favorable, and Alaska would remain for ages a barren, desolate waste.

The first attempt at railway building in the Seward Peninsula was begun by the Wild Goose Mining and Trading Co., in the year 1900, when they began the construction of a narrow gauge road from Nome to Anvil Creek, where some rich mines had been opened up the previous year. The first year saw two miles of road completed and equipped with one fourteen ton Climax engine and five flat cars.

The following year another engine and five flat cars were added to the equipment,



GRAND CENTRAL CAMP, SHOWING GRADE ALONG MOUNTAIN SIDE  
Routes of pipe line. Workmen dipping bands in asphaltum to be used on the pipes

factors in the great industrial work of this region, second only to the men who are digging ditches, and providing an adequate water supply, with which to wash the rich auriferous gravels. It is not the purpose of the writer to weary the readers of the JOURNAL by dwelling upon the mining industry of Alaska, but it should be remembered that this great industry in the Northland is paramount to all others. Only for the mining industry, there would be no railway building in Alaska today. Capital would seek investment where conditions

and the road extended to Banner Station, six miles distant from Nome.

In 1902 the Nome Arctic Railway Co. secured control of the road, with a view of extending the line to the head of Dexter Creek, where some rich mines had been opened up. Owing to the steep ascent over the divide between Anvil and King mountains, and the soft, marshy surface of the ground, the construction of the road proved to be a most difficult problem. But with a perseverance which could not fail to overcome all obstacles, the company, within the

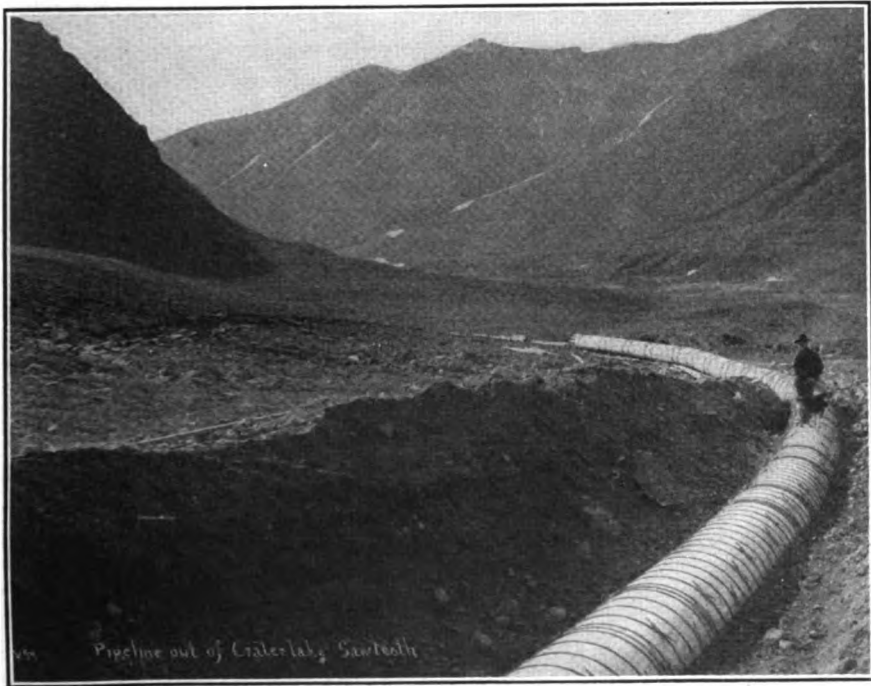
next two years completed the road to the south-eastern base of King Mountain overlooking Nome River, a point twelve miles from Nome.

The entire equipment owned by the company at this time, was sixteen flat cars and three locomotives.

In 1905 the Seward Peninsula Railway Company secured control of the road, with the object of extending the line to the Kougarok country, a rich mining district in the interior.

On June 17th, 1906, the new Company,

In a letter to the Nome Chamber of Commerce dated September 24th, 1906, Mr. W. E. Halm, the Vice President of the Company, has the following to say: Three miles beyond Ex Station, the point where the grading began this season, the road crosses the Nome River at an elevation of 100 feet above sea level, then climbs 700 feet in the next 15 miles, crossing the divide at the head of Nome River 815 feet above sea level, then skirts Salmon Lake, a beautiful body of water four and one-half miles in length by one mile in width, hav-



WOOD PIPE LINE 42 MILES LONG  
This is a 42-inch main and will cost \$1,000,000.00

with a large force of men, began the work of grading for the proposed extension, and on October 20th, the close of the season in this region, the grade was completed and the road in operation to Lane's Landing, a point on the Kuzitrin River, 80 miles distant from Nome.

Adverse weather conditions prevailed throughout a greater part of the season, and many obstacles which were seemingly insurmountable, had to be met and overcome.

ing a maximum depth of 137 feet, then follows the right bank of the Kruzgamepa (or Pilgrim) River to a point within seven miles of Lane's Landing.

The line crosses Iron Creek thirty-five miles from Council City and brings in closer touch with the commercial interests of Nome the rich mining districts on the tributaries of the Niukluk River, lying west of Council City and Ophir.

It also opens up the possibility of a stage line between Council City and Iron Creek

that will obviate the disagreeable passage by use of the gasoline schooners through Solomon.

It is doubtful if the people of the Seward Peninsula realize the importance of the work being done by this Company.

The number of enterprises along the line of the road that are being stirred into life by the prospect of cheap transportation, is truly remarkable.

The Pilgrim River and its tributaries are seemingly full of undeveloped properties, which only await the completion of the railroad to become active.

In addition to the extension already completed, further construction in the Kougarok district is contemplated next season. During the past season the Company has added to the equipment of the road, by purchasing two new Climax engines of 25 tons each, one Climax engine of 30 tons, one direct connected engine of 20 tons and eighty new flat cars. Besides the new equipment purchased, the Company has built two modern passenger cars at their shops in Nome.

Up to the present time, the Seward Peninsula is the most important railway in Northwestern Alaska; their eighty miles of road, now completed and in operation, make possible the opening up and development of a region which has heretofore been practically isolated from the seaboard, on account of the lack of facilities for obtaining supplies.

It may be properly said that the Nome region is now in a transition period between the exhaustion of the shallow placers, and the beginning of operations by hydraulic and other improved methods of mining, upon the unconcentrated placers wherein the greatest wealth of the country lies.

Active preparations are now being made to mine this country on an extensive scale; many dredgers and the latest improved hydraulic machinery are being installed, and when all the proposed plans have been consummated the annual output of gold from this country will be much larger than ever before.

Another railway that has a most important bearing upon the future development

of this part of Alaska, is the Solomon River Road, which at the end of the present season was completed and in operation twenty-two miles distant from Dickson, the seaboard terminal of the line. This is the only standard gauge railroad in Northwestern Alaska and when completed to Council City, the prospective destination, will revolutionize the transportation facilities in the Solomon River district.

This road has its offices and shops, which are of a most substantial character, at Dickson, the seaboard terminal just across the river from Solomon.

This railroad has been constructed in a substantial manner with a view to permanency and future operations. The roadbed is well ballasted, and all the work both in construction of the road and buildings, shows the greatest care and the intentions of the company to secure lasting results.

The Wild Goose Mining & Trading Company, in 1903, constructed a narrow gauge road from Council City to Ophir Creek, a distance of seven miles.

This road was constructed to accommodate the traffic of the Wild Goose Company, but it has proved to be a great convenience to other operators on Ophir Creek.

A survey has also been made for a railroad between Nome and Teller. It is believed that freight can be landed at Teller, on account of the superior harbor facilities, and reshipped to Nome by rail at a lower cost than it could be landed from vessels in the roadstead at Nome by means of lighters.

Teller has the distinction of having the best harbor on the Peninsula, but it also has the disadvantage of not being open for navigation so early in the season as the roadstead at Nome. It is, however, the only natural harbor on the northern coast of the Bering Sea.

Although the railways are not operated in the winter season, between the first of November and the middle of May, transportation in the winter time is not so serious a problem. After the snows have fallen, it is not a difficult matter to haul a load of five or six tons across the country with a team that could not haul more than

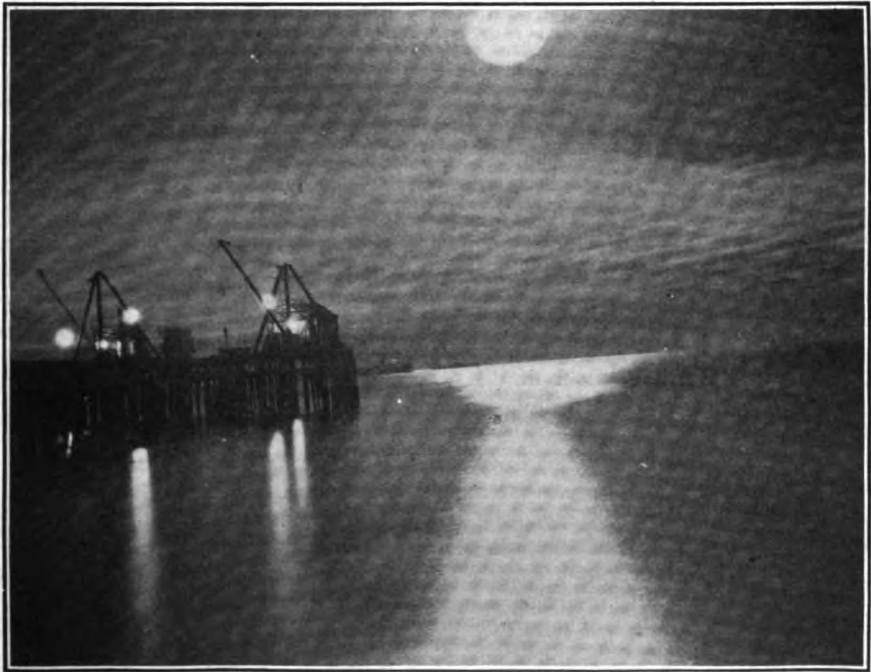
one ton in the summer season. The only disadvantage of freighting in the winter time is the frigid weather and frequent blizzards. In this Arctic region blizzards are a most dangerous thing to encounter.

In the early days, long mortality lists resulted from encounters with the Arctic blizzard; but in later years a better understanding of the weather conditions in the Northland has lessened the casualties from freezing.

Numerous stage lines run from Nome to the important parts of the Peninsula during

Alaska. Every winter the mails are carried by relays of dog teams down the Yukon River and across from Unalakleet to Nome, and from Nome they are forwarded to every postoffice in Northwestern Alaska by dog teams.

The transportation question between Nome and the states is simply that of an ordinary ocean voyage. It is true, it is a long voyage, the distance from Seattle to Nome being 2,350 miles. It requires from eight to ten days for the fastest vessels of the Nome fleet to make the trip.



THE BEHRING SEA. MIDNIGHT, OCTOBER, 1906

the winter season. The stages are on runners and are covered with heavy canvas. Stoves are used inside the vehicles, which have given the conveyances the name of hot air stages.

In the history of Alaska dogs are inseparably connected with the pioneer days. In the winter season dog teams were the primitive method of transportation, and they are used today where quick service is desired and light freight is to be transported. Dog teams are used almost exclusively for transporting the mails of

In closing this story, permit me to say that there is a conspicuous need for more transportation facilities in Northwestern Alaska. No doubt the building of railroads is progressing as rapidly as the means and opportunities of those engaged in the work will permit. All kinds of development in this country are slow, but there is no question that the development of country would be accelerated if better transportation facilities prevailed.

On the other hand, the requirements of the miners, who are beginning to develop

the interior country, will accelerate the building of railroads. But time is required, and the wheels of progress in this frozen land move slowly.

In years to come, we may ride in palace cars from Nome to all the important mining centers of the Seward Peninsula, and note the immense traffic that is being car-

ried over the lines of railroad that will then be in operation, and we will wonder why men familiar with the transportation business were so long in understanding and realizing the great possibilities of this wonderland of wealth, and wonder why they did not construct these railroads at an earlier date.

## Jim's Phantoms.

BY MAXWELL HENRY, EXPRESS GAZETTE.



UT up any more spooks lately, Jim?"

"No, by gosh, I ain't; and I never want to run into a gang like that again. It's a big enough jar on your nerves when you hit some poor devil of a Dago, but when a feller finds himself a-jumpin' her right on top of a gang of ghosts, it's purty near enough to give 'im a one-way pass to a sanitarium."

"How was that, anyway, Jim? Don't think I ever heard the right of that experience of yours. Happened up on the De-vidé, didn't it?"

The noon hour was about half over and the men were enjoying a pipe in the roundhouse before the whistle sounded. The erstwhile full dinner pails set along the foot of the tool chests and wreathes of blue smoke arose languidly and mingled with that from the engines' funnels.

As a matter of fact, I had no business in the roundhouse, but the incessant click of the keys rang in my ears, and a few moments after dinner in the shade of the circular building proved quite an enjoyable respite. Moreover, I had railroaded long enough to learn that not alone from the mariner, as of yore, are to be gleaned tales weird, uncanny and thrilling, but that these knights of the rail, though perhaps less superstitious, are full of stories as bristling with interest and as exciting as any which ever came from the seas or the vivid imagination of the old sea dog. And when drawn forth, the narrative usually comes in a quiet, matter-of-fact, unassum-

ing or even jocular style, which really has the effect of setting out the intensity of the facts, like a luminous gem in a dull setting. Hence it was with considerable interest that I awaited Jim's compliance with the request of the yardmaster.

"Yes, it happened up on the De-vidé," he began, after refilling his corn-cob and exhausting a match with several giant inhalations. Settling again in his original position, leaning his elbows on his knees and idly picking apart the shreds of a bunch of waste, he continued:

"Guess you fellers was never up on the De-vidé, was you? Well, you know where she leaves the main, at Stockton? Stockton itself is pretty well up in the air, but the branch commences to climb right away out of Stockton, and when you strike Bald Summit, just east of the tunnel, you're just about as high as you can get in these mountains, and in cold weather your pressure'd go to the bad in a mile if he didn't keep her roarin'.

"Used to be pretty heavy traffic over the De-vidé in them days, too. Used to loop most of the westbounds over that way to ther C. & Q., afore they got through Atlas and Sand Ridge and hooked up to the F. C. & W.

"Well, two miles west of Bald Summit you struck the tunnel. 'Taint much of a tunnel, but it's got a mean curve in it. Dips around north about 35 degrees right near the west end, followin' the general curve of the mountain. Black as night in there 'most to the end. Then the hole

jumps out at you, like it come out of ther convex wall, and, what's more, you don't see nothin' outside the hole but sky and about 30 feet of track, still curvin' north and runnin' out o' sight behind the north side of the arch. On the other side the ground drops off about three foot from the rail, and say, it's right straight down, solid rock, Lord knows how far. They spilt a caboose over there one day. Nobody in it, as luck had it; but, as it would have been a ten-mile tramp through the valley to get to where it landed, they left it there. Guess it's there yet—what's left of it.

"Well, as I said, when you come out of that tunnel all you see is rail and sky. They meet right there at the outside rail.

"I was takin' out first 'seventy-six' then, 4:54 a. m., out of Stockton, five day coaches, a combination, an express and one Pullman.

"I remember it was the 28th of October. I backed down and hooked up to 'seventy-six' and the drill pasted the Pullman on the tail end. Luke Brown came out of the T. D.'s office and handed me the yellow paper. There was nothin' west ahead of me since 'eighteen,' 10 o'clock out o' Stockton the previous evening, so the T. D. had practically given me the road, except for passin' 'forty-four' at Buzzard Creek and keepin' second 'seventy-six' off my coat-tails.

"I got the four whistles and tested the air. Luke gave me the lantern and I pulled her open. After I picked her up a few notches, she settled down to business, and things went pretty regular.

"I made Bald Summit, six, fourteen, on time, just as it was gettin' light. Then I let her roll on toward the tunnel. In we went and you couldn't hear yourself think. I felt her lay over as she struck the curve, and peeled my eyes for the hole. Pat Regan, as used to fire for me, was back in the tender crackin' coal. Out came the hole and the patch of sky, but, Jumpin' Joseph, just outside the tunnel, plumb in the middle of the track with never a foot of space to jump to, was a whole section gang, pickin' and shovelin' ballast. Well, boys, my heart jumped into my throat, as I shut

off and jammed on the air. I caught the whistle-cord and pulled her wide, but not a mother's son o' them men paid the slightest attention. There they stood, workin' right on, with 'seventy-six' climbin' down on 'em, forty miles an hour. I put my hands over my face and only took 'em down when I felt the recoil as she came to a dead stop. Pat had me by the arm and was lookin' all kinds of questions into my face. Luke Brown came runnin' up and I climbed down to the ground.

"Well," said Luke.

"Well," said I kind o' grim like.

"Well," he repeated, 'What's th' matter?'

"Matter?" I echoed; how many was there of 'em? Are any of 'em alive?"

"Many o' what?" said Luke. 'Any o' who alive?'

"You don't mean to say you haven't seen 'em?" said I. 'Well, we better get busy. There's about fourteen or fifteen dead and maimed men under the wheels. For God's sake, Luke, don't stand there like that. It's bad enough, but the Lord knows I couldn't help it. Right there in front of me as I came out of the hole, I nearly burnt up th' rail, but, Lord, I was plumb on top of 'em.'

"We were walkin' back between the cars and the rock wall on the mountain side of the train, Luke never sayin' a word and me stoopin' to squint under th' cars every little way.

"Don't see any men," said Luke as we got back to the tunnel, where the Pullman lay half in and half out.

"Neither do I," I said, 'but I plowed into 'em all right; must have knocked 'em all over the bluff.'

"Don't see any tools, either," said Luke, and somehow I began to feel queer. The whole crew was out now firin' questions at me, and I just up an' lit out forward, with the bunch trailin' on behind.

"I crawled around in front of the engine and looked at the pilot. Never a scratch on it nor a single sign of any kind that anything had come into contact with it. In fact, the dust lay thick all over it, and on the coupling bar and air hose. There was no question about it. We hadn't hit anything at all, and the crew and several passengers was a-starin' at me with mouths

agape. I knew blame well every mother's son of 'em was plumb certain that I was off my base, and I'll be hanged if I didn't begin to think myself it was gettin' me at last. There was that gang as plain as day, right in front of th' hole, as I was comin' out. Here was 'seventy-six' standin' still with the engine a good 150 feet past the place where they stood, yet not a man to be seen, not a tool, and never a speck of dust disturbed on the pilot. I tell you, boys, I was a bit shaky the rest of the run. I climbed back into the cab and pulled five whistles, got my two from the rear brake and pulled her open. Luke never said nothin' about it to the Old Man, and I didn't either, so I stayed off the carpet, and I guess nothin' more would have ever come of it, but for what happened afterwards.

"Along about the middle of November I still had the same run. I was even yet a bit on edge about that gang, and whenever I struck the curve in the tunnel it was all I could do to keep from shutting her off.

"One morning we swung around at about the usual speed. This time Pat was on his perch lookin' ahead when the hole came into view. He let out a yell and grabbed the whistle-cord as I shut off and gave her the air. There was a hand-car with eight or ten men comin' lickety-split plumb into the tunnel, and in it came and was lost to our sight in the dark, all in an instant, just as we slid out. Did we hit it? No; same old story. Rolled to a stop outside the tunnel. No hand-car, no man, no nothin.' I looked over at Pat and his face was white as chalk, except for a cross in coal dust on his forehead, as he anticipated my question and said, 'Bejabbers, I certainly saw that one meself.'

"This was a big relief to my mind, in a way. If Pat saw it too, there was some-

thing to see, and I wasn't so far off my trolley, after all.

"This time I went up to the Old Man about it. He called up Pat and the T. D. and we all talked it over a good deal, with the result that the T. D. said he would go out with us himself, on 'seventy-six,' and see what he could make out of it.

"Nothin' happened after that for a week or ten days, and the T. D. was commencin' t' get tired of his job. He ordered me to slow up in the tunnel and creep out at about five miles an hour.

"One morning I was just opening her up again cautiously, as the hole came into view, and there clear as day was a freight engine and a string of dumpers, headin' for the hole, exhaustin' at the rate of about ten miles an hour, but never makin' a sound or movin' an inch.

"I locked my wheels and we sat starin' at it, when we began to see that the train wasn't really restin' on the rails at all, but about a foot space of clear sky showed between the bottom of its wheels and our rails, and while we still sat there open mouthed, it gradually got thinner and thinner, and then faded out altogether into clear sky.

"The T. D. hit it right off. Called it a 'mirage,' and said he seen one once before down in Arkansas, but it wasn't as good as this one.

"Pat said it might be 'mirage all right in Americy,' but where he came from they called them 'Banshees.'

"Find out where the real train was?"

"Lord no. Might 've been in China. There's no tellin' how far off in the sky the reflections was, only they just happened to be in line with the mouth of the tunnel, so nice as to look, in the hurry, as if they was plumb on the track."



## Russia, As Seen In Its Workingmen.

BY LEROY SCOTT.

*From The World's Work. Copyright 1907, by Doubleday, Page & Co.*

**M**Y CAB jolted through long, crooked streets of rutty cobblestones (the gentlest paving material Russian cities have yet discovered), past mosques whose gilded domes and crosses were afire with the early November sun, out into the factory district which belts Moscow with a palisade of chimneys, and deposited my shaken body at the gates of the Prokoff cotton mill. I had been embarrassed before by the Russian hospitality, which is kin to no other hospitality in the world, so completely does it give itself to you; but I was embarrassed anew by the cordiality with which the manager of the Prokoff mill received me, unknown to him and un-introduced, when I had explained my interest. I asked for a few minutes; he gave me six unbroken hours, and at their end begged me not to go. Such is the Russian way.

Little need be said about the Prokoff factory, through whose dozens of buildings, sprawling over eighty acres, Mr. Malinin led me with his ever-fresh courtesy, and little about any other Russian mills. Their buildings are of a type a century of experience has developed in England and America. They are equipped with English and German machinery and are mainly superintended by English and German managers and foremen. Geographically they are of Russia, but in reality they are of Western Europe. Only in their workmen are they in any wise typical of Russia; and it was my desire to acquaint myself with this chief characteristic that led me into Russian factories.

The workingman is of a class new in Russia. In fact, as a class conscious of itself, its aims, and its position, it is only beginning to come into a bewildered existence. Factories in Russia are a comparatively recent development, and date their most rapid growth no further back than fifteen years to the pernicious stimulation of

Count Witte. As to the number of workmen, there are no reliable statistics; once upon a time, honest statistics—collected by the provincial assemblies, or zemstvos—were permitted in Russia; but the Government discovered that figures showed undeniably the awful condition of affairs that it denied—and so it corrected these conditions by forbidding the zemstvos to collect any more such statistics. But it is roughly known that there are about 2,500,000 factory workers, and it is roughly estimated that the other workingmen and women (exclusive of servants) would bring the number up to 5,000,000 or 6,000,000—this out of 140,000,000 of population. These workers are not the children of workingmen—born with a certain amount of skill in their hands and the habit of rapid work in their blood. They are, largely, the first generation of workers; and, largely, peasants to whom the factory way still seems a strange way; whose traditions and impulses are not of factory and city, but of ages of the plow and of a cramping bit of brown earth.

As a nation, the Russians take life with an Oriental leisure. A very little work, comfortably broken by periods for tea, cigarettes, and conversation—thus is made up the business day. Of their national trait, the Russian workingman has inherited richly. He attacks his task with the energy of a man watching the ash accumulate on his vacation cigar. The day before coming to the Prokoff mill, while I was in the blacksmithing department of a sleigh factory, the iron on the anvils had faded from red to gray while the smiths had leaned on their hammers and surveyed us; and likewise today, in every room into which Mr. Malinin led me, all the men and women who were not geared to a machine dropped their affairs and gave us their whole attention. That their master's eye was on them disturbed them not at all, and he took their stopping as a matter of course. I

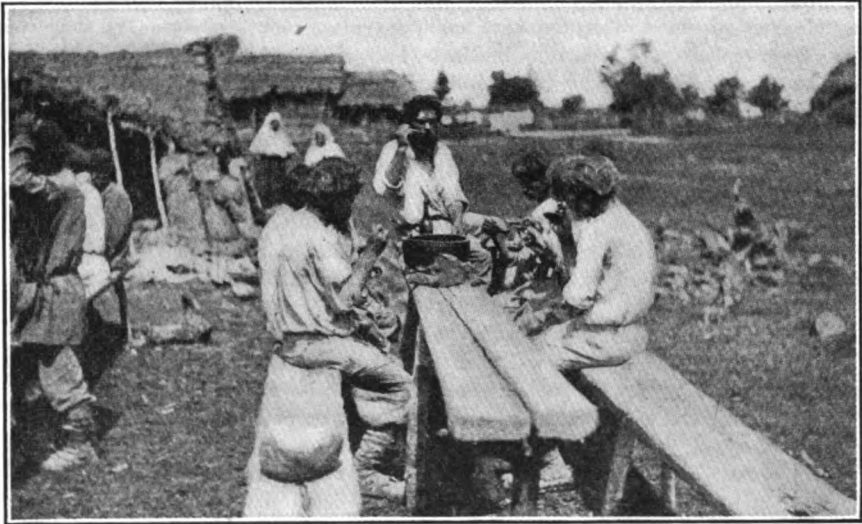


asked a deep-bearded old gray weaver, in a red blouse whose skirt hung from the bottom of his vest like a broad frill, why they worked so slowly. He nodded his shaggy head, and smiled the ingenuous peasant smile that embraces your heart. "Never mind—we'll get there!" he reassured me. And he went on resting.

This attitude of contemplative deliberation toward work has a cause external to instinctive Slavic leisure, and this cause lies in the execrable conditions which Tsardom has relentlessly inflicted upon Russia. For ages the peasants have been exploited as beasts of the fields. Their land was robbed

Russian Church if this condition of little to do and plenty of time had not fastened upon the peasant the habit of working slowly. One can well think of him as unconsciously using of his work sparingly that it may last as long as possible, like famine bread.

This thought filled my mind as Mr. Malinin led me from the dozens of buildings where his 7,000 people work, to the dozens of buildings where two-thirds of them eat and have their shelter. These great barracks were covered with scars, healed with new brick and mortar, of the revolution of December, 1905; for these barracks had been the stronghold of the workingmen's



BRICKMAKERS AT DINNER

Men and women living in factory barracks eat in just this fashion

from them and, with their bodies, bestowed upon government officials to bind the bureaucrats to the Tsar by the common interest of maintaining autocracy; and thus with their own property, and their own beings, they were compelled to establish and support the system that crushes them. When their bodies were returned to them in 1861, their lands were not, and they have been able to buy back at prices that were a second robbery, only miserably small allotments of their former own—enough to keep them engaged for perhaps but a third of their working time. It would be a miracle worthy of all the gilded saints of the

party in that brief and ill-fated struggle for liberty. The workingmen had attempted to hold the barracks with a few revolvers and only seven rifles. The Government had planted its artillery on a group of neighboring hills, beyond the reach of futile pistol bullets, and for two days the safe soldiery had at its leisure flung shell and ball among the workmen. When at length the working people tried to flee this awful fire, men, women, children, even babies, were shot down or cut down with Cossack swords; the captured were shot in groups of fifteen and thirty; a doctor or a nurse who dared show mercy to the wounds of a fugitive

met instantly the common fate; and through this district dedicated to industry the dead lay on the ground like leaves of autumn. Thus did the Government teach the workmen of Russia to commit no more the crime of wanting freedom.

The system of housing workingmen and workingwomen in barracks prevails throughout Russia, and constitutes one of the chief characteristics, and chief evils, of Russian industrialism. The system owes its existence mainly to the fact that separate dwellings for factory workers, or houses

not alone in Russia that the machines are housed better than the men. I followed my host into one of the buildings and found myself in a large hall, perhaps forty by seventy feet, dusky although the sun was at its winter best, and jammed tight with cots marked off by little alleys. I counted 13 beds in the room—boards laid upon trusses, a bag of straw for a mattress, a brown blanket, sometimes a sheet, sometimes not. A cot, the space beneath it, a nail for clothes in the wall above it—such was each workman's "home." Here and



ROAD-MAKERS CRUSHING STONE

The stone to be crushed is held between their feet, which are bound in rags

containing individual apartments, hardly exist; and they do not exist for the very good reason that if they did the low wages of the workers would not permit the payment of an adequate rental. So the factory that wants workmen must provide them a home—for which, of course, the workmen pay out of their wages.

The barracks, which were grouped about a clay yard, differed not from the factory buildings, save that the stories were lower and the windows much smaller; but it is

there was a chromo, and here and there above the cot of some workman who had not cast off his religion, as most workmen do, gleamed a cheap ikon; but for the rest the walls maintained a dinginess uniform with the great surface of brown blankets. On several of the cots, huddled beneath their blankets and fully dressed save for coat and shoes, lay some of the men of the night shift. I passed hall after hall like this, some for men, some for women; and I was shown little rooms, about eight feet

square, set aside for married workers. Each room was furnished with two narrow beds, nothing else, and was occupied by two couples. Calico curtains around each bed symbolized, as in early drama, the privacy of home. The general impression of the barracks on me was that of a Bowery lodging-house, though the former was at advantage in the matter of cleanliness; and I had to remind myself over and over that those who lived here were not bums, were not social dregs, but were honest workers who did their nine and ten hours a day.

At length I was brought into a hall much larger, much dingier, than any I had yet seen. It was the men's dining room. Clear to the dusky distance of its farther end, ran row on row of long tables and long

they bit from chunks of black bread. Cabbage soup and black bread, with a hominy made from barley, and with infrequent little squares of meat, compose the bill of fare year in and out. This dining room, as also the women's, was run by the work-people on the coöperative basis, under the direction of the factory, and I was told that the daily cost to each person was about ten cents.

A bunk in a lodging-house, black bread, and sour cabbage soup! I wondered how long an American workman would be satisfied with such fare!

But I am not making black criticism upon the Prokoff factory. Far otherwise. What I have written has been extremest praise. For I have been in no factory



RUSSIAN WASHERWOMEN

Rinsing clothes through a hole chopped in ice of the Volga. They said they were paid 25 and 30 kopeks a day

benches, rough, greasy, brown from years of use. Fifteen hundred men could here sit together at meals; and back in the brief period of fancied liberty following on the Tsar's manifesto, 7,000 would crowd in to listen to the voices of freedom—the orators being afterwards sent to the snow regions of Siberia for their active belief in the Tsar's promise of free speech. Now, as I looked on, only a hundred or two hundred were at their dinner—gathered at tables in groups of seven. Each group centred about a large wooden bowl from which each member ladled a sour cabbage soup into his mouth with a large wooden spoon—a form of communistic eating that prevails among workingmen and peasants throughout Russia. Between spoonfuls, a

barracks in Russia that were better; often the workman's bunk has been a double-decker, and cleanliness a virtue unexercised. As for the cabbage soup and black bread, four-fifths of Russia taste nothing else; and thirty of its starving millions, in the great region of famine, have not even that. And as bad as the barracks are, it must be admitted that the workmen are better off there than in any other home their wages could afford.

I asked a Moscow carpenter—a rarely intelligent workman, well read, a leader and an orator among his fellows—how much he made a day. "One place I made two roubles (a dollar). But that was only once," he added quickly. "Usually I make

This I found to be the ordinary wage of a skilled workman. Carpenters, masons, and workmen of similar trades, who in American centres of industry make four and five dollars a day, are here paid from sixty to eighty cents, with about ninety cents or a dollar as the maximum for the exceptional man. In the factories the men are paid, according to their skill and the character of their work, from thirty to sixty cents a day, and women from fifteen to thirty, with slightly higher rates for work demanding extraordinary training. A dollar a day is to the average Russian workman what five

and in St. Petersburg alone there are over 25,000 of these drivers), many have told me they do not average \$1.50 a week, and on some days are not the better off by a single kopek. And as for domestic workers, a good cook gets from \$5 to \$6 a month; an ordinary servant from \$2.50 to \$3.50; and I found laundry women, their hours from seven to seven, washing clothes through holes chopped in the ice of the Volga for twelve and fifteen cents a day.

Low wages usually mean low prices, but rules of political economy, like rules of justice, work by contraries in Russia. The



BOYS EMPLOYED IN A LOCK FACTORY

Their only wages were their board (chiefly black bread and cabbage soup) and their beds—trusses of straw on boards

dollars is to the average American—the limit of what he can hope to attain. Only a very skilled man in a very skilled trade, a rarely fine watchmaker for instance, can reach the supremacy of \$1.50 or \$2 a day.

Of the unskilled, you can have all you want for twenty-five cents—and more than you want, for they are unskilled indeed. The policeman, despised of all, belongs in this class, and is paid accordingly—from \$7 to \$12 a month. As for the drivers of the jolting little cabs and the whizzing little sleighs that take the place of street-cars (for Russia is practically street-carless; American workman's dollar will buy as much in New York or Chicago as the Russian workman's two roubles in Moscow or St. Petersburg. This wide disparity between wages and prices forces the Russian workman to eat foods that the stomach of his American fellow would never accept, and to regard an entire room for his family as ultimate luxury. These high prices are the result of many causes. The Government's indirect taxes are exceedingly heavy; on tea, for example, the tax is 40 cents a pound on all grades; and of tea Russian workmen drink vast quantities—



weak, scalding hot. Russian merchants are notorious practitioners of fraud: to announce their bankruptcy, when they are not only solvent but rich, and pay to creditors 20 or 30 per cent, is the commonest of customs; and, of course, the creditors make good their losses by applying higher prices to their other patrons—and in the end the bankrupt's gain is scraped from the emaciated purse of the common buyer. Besides, the merchant thinks 100 per cent a moderate profit, and 200 per cent not beyond his deserts; while at 50 per cent—well, at 50 per cent he might as well be out of business. As for the factories, 20 to 25 per cent is a not uncommon dividend—though, to be sure, many of the factories whose existence is due to the artificial stimulation of Count Witte have had to shut down from lack of any profit at all. So, what with the factory that pays him little and the merchant that charges him much, and what with the Government that takes his money for spies to spy on him, gendarmes to search his home, prisons to allay his yearnings for freedom, soldiery to shoot him down, the Russian workman (and every plain citizen, as well) is picked as clean as a bone.

I asked a labor leader if the workman had the virtue of saving. "Save! What have they to save?" he demanded. That they can lay nothing aside makes a successful strike for better conditions very difficult, even when the Government does not interfere with its soldiers. Ordinarily, striking workmen can stand out for three or four or five days, but no longer. It is then starve or work. And the low wages beget an even greater tragedy. When their working days are over there is not a kopek for their remaining years. If they have not relatives with extra kopeks (and such relatives are as rare as governmental mercy), there is but one way to keep life in their bodies—to stand in the streets, hand outstretched, and call down blessings upon the passers-by. No country it has been my fortune to visit has Russia's richness in beggars.

The Russian workman has almost none of the American workman's defiant independence of spirit. He is good-natured,

kindly, affectionate: qualities that seem the natural complements of his leisurely method of work. In him love of the land is strong. A very large part of the workmen expect to return to the country in that golden day when their land is given back to them. That their land would be returned has been the peasants' dream for generations; formerly they believed that their father, the Tsar, would grant its restitution; but the Tsar is no longer the divine figure, a little lower than God, that they long considered him, and they are now beginning to look to the revolution to restore them their inheritance. How strong is this sense of brothership to the land is shown by the custom among factory workers of going back to their village in the spring to help in the farm work, returning to the factories in the autumn when the crops are in. That so many of them regard city work as a makeshift operates against the development of a higher efficiency.

The parties of the revolution range, in their programs, from socialism in moderation to the full socialistic belief. But the workmen, though certainly among the revolutionary forces, are not, in the mass, socialistic. They are but just pushing up through the age-long Russian blackness; they are but freshly and dimly aware that, as human beings, they have the right to higher conditions of living than now are theirs. But as yet they have attained to no scheme of how things should be—their ideals do not reach far beyond shorter hours, personal freedom, more comfortable living. They are beginning to waken to the idea that perhaps they have the power to drag themselves up to these better conditions, but they have not yet sufficient confidence in self, sufficient collective energy, to make a large and successful trial. For centuries the Government has closed them off from all development; for centuries the Church has taught that God made them poor and ignorant, and to seek to change their condition was to disobey God's will. Their initiative was never allowed birth: so for new things that they have desired they have looked to their masters—God and the Tsar, rarely to themselves. The enforced inertia of ages, the instinctive de-

pendence on others, are not to be thrown entirely off in one day, even in one generation. But the Russian workman is slowly shaking himself free.

The night after I visited the Prokeroff factory, I was given glimpses into the life that exists outside of mills and barracks. My conductor was a self-educated leader of workingmen named Polakoff; he had had a score of names before and doubtless has a new one now—a black-haired, black-bearded, black-eyed young fellow, rich-voiced, gentle of manner. He was an "illegal;" that is, a person without a passport. Without a passport, a man can sleep in no Russian hotel; and only a very daring comrade will give him refuge for a night, for a host who lets a friend sleep in his house and does not give advance notice to the police thereby makes himself a criminal. Two years before, my conductor had been guilty of some such heinous matter

as talking about a representative government. He had been imprisoned and, of course, his passport was confiscated. He had soon escaped, but since to apply to the police for a new passport would be to walk straight back into prison, he had lived the two years without a passport. During these two years he literally had no where to lay his head. Hardly ever had he slept two successive nights in the same place; hardly ever had he known in advance whose floor would next give him rest; and often, lacking a place to sleep, he had walked the streets all night. Naturally, one leading so irregular a life, and hunted by the police, could not, and dare not, work steadily; so he was poorly dressed and half starved. His case is not a peculiar one; thousands of Russia's most intelligent, most devoted citizens live the same cur-of-the-street life.

## Before They Come.

BY FELIX J. KOCH.

EDITOR'S NOTE:—The present immigration agitation is being considered almost wholly from our American end. Mr. Koch has made a trip to the homes of the various emigrants, as these were, *before* they left the fatherland.



WE were riding inland from the Danube over the low, flat, uninteresting Roumanian plains. We had a pass from the district capital secured on the strength of our letters of recommendation from the Department of State to the diplomatic service abroad, otherwise we could not even have stopped off in these villages. So eager for revolt is the Roumanian peasantry today, that the King has made a rule that no stranger may stop in a village of either Moldavia or Wallachia, without a governmental pass.

Suddenly, out on the plain, there arose billows, such as one sees in the sand wastes along the Southern Pacific. Gradually as we approached, these billows became cones, and then actual hillocks. They seemed alive with dogs and children.

"Roum, Romany," our guide explained, and we were at the gipsy town. From these,—from Paropan and Mal, and the rest of them,—Uncle Sam's future voters come.

We wanted to visit them in their homes. We dismounted before a cottage. Imagine a little cellar-hole dug down say just high enough for a man to stand erect. Over this hole two eaves, of rough boughs interwoven as our American Indians used to weave. On this, above, the earth piled just high enough to keep the rain out of the boughs. This, and possibly some sod that has sprouted. There you have the home of the gipsy.

We will pass inside. The entry is of this arcade, whitewashed over perhaps in a wash with just the faintest, most delicate blue. Everything, like everybody, is blue

in Roumania. House walls of the peasantry, windows of the city folk, *droshky* drivers' uniforms, all are blue, as are the costumes of the country folk. The floor down here—for we are under ground at once—is of the bare mother earth. The chamber is low, the roof slopes, and the thatch is moldy and putrid.

We make out the fittings-up as we can in the gloom. A hearth and two cats. A table standing on legs six inches long, about which all sit, on the earth, for their meals, against one wall. There are tiny chairs,

is whitewashed over, save for the thatch up in the eaves. The floor, however, is again of earth, and on it is a bench covered with cloth for garments. There are one or two more of the chests—with clothing, grain and food-stuffs. On these, blankets are stacked. An oven of earth, packed hard, heats and serves for cooking. Over it, a man in blue and white gingham shirt, very long and hanging down over his white trousers, putters, bare-foot. Over his shoulder a brown coat is slung, on his head he wears a black hat. A brown-skinned,



READY TO LEAVE FOR AMERICA

for the elders of the family when seated at this table. A chest, of tin coating, such as you, reader, may find in your kitchen maid's bedroom, is in evidence.

Off to one side there opens another room. This is very dark, for it runs into the sloping mud bank. It is the stable, and there is a cow, some swine and geese in it. Just a little window up in the peak, like the windows of a Cantonese fisherman's home, admit one ray of daylight.

Across from it, on the other side of the living room, is another home room. This

brown-eyed wife, with a white 'kerchief about her head, but not over the chin, as is the custom with the Wallach women helps at the work. She has a white waist, blue skirt and black apron. That is absolutely her entire costume, save for a string of corals round the neck. A boy in white *pajamas* and a high white alpaca cap, is sitting on the ground. The other children are playing with the dogs outside.

At night, one and all gather in the hovel. By day, they are out working in the onion fields of some landed proprietor, or loung-

ing. When they tire of this situation they will move.

Learning? They have not even a written language. Their talk is of its own origin, but only the chiefs can tell whence. They are nomads and work where they find it. When it becomes irksome they move on.

We will continue on, up the endlessly long turnpike in Romy. We will quit the Danube and go still farther into the interior, where the Vlachs are found.

Remember, today practically all of our immigrants are from the southeast of Europe.

the charge of an intendant. The situation is a replica of that in France just before the Revolution. The intendant takes his squeeze from his master, and a greater squeeze from the peasant. When his weights are crooked and they complain, he refuses to hire them next season. So they must either be cheated or starve, or else come to America. There they may get city positions, street laborers, and either be cheated or starve. Only, the cheating does not seem quite so great.

But now and then this hate against the



MOTHER AND CHILD, BUCHAREST

They are largely Roumanians and Bulgars. So we wish to visit the Roumanian home of our future fellow citizen. By and by we come to a tremendously long, stupendously high hay stack. We never saw such a hay stack in all of our lives. It rises up like some ruin of a fallen palace, or else like the fabled roc's egg of legend. Its reason we learn from our guide.

All the land of Roumania has fallen into the hands of the great proprietors. This one leases it out on shares to the peasant. Meanwhile he lives in Bucharest, or better, Paris, and leaves his affairs in

intendant breaks out in incendiarism. They fire his home, and what is more important still, they fire his grain, for grain is the great output of peasant Roumania. So the law has provided that the land owner may force the peasants to put their crops with his in one great stack, just on the outskirts of the village. Then in case of incendiarism, one and all suffer in proportion, and so it becomes everyone's business to guard against such revenge.

Beyond the stack we see the village. The houses seem of stucco, white, with an edging of blue to all walls. In the rear the



plastered out-buildings are green or lavender, on a surface of a'dobe. The village—take, let us say, Sblobozta, as typical—is one of many dwellings.

Everything is most primitive. The white houses stand out in the sun-light and hide from us the rest. The majority are of just the plain brown mud, covered over with willow withes, in a peculiar network. This mud is then again smoothed over these, into a brown, even surface, or else left in the rough. You remember the Dahomey village at the World's Fair? It is a counter-

goes and red peppers, to dry. These are the principal articles of food. At one point we see a cow on a porch, basking in the shadows thrown by a string of onions, hung to dry.

We stop and enter a dwelling. Just inside the door, on a floor of earth is a fire, built beside the great earth oven where the bread is baked. When not in use, the oven is covered with a matting of willow, which is the most ubiquitous household article in the land. The mattings are homemade—you can buy them for from six cents to



ON A MARKET DAY

part of these. The roofs are of willow saplings, laid side by side. A few of the houses have, in addition, bunches of "Hungarian grass" on the top, whose fluffy blooms add to the primordial appearance. All of the huts are one-story, all of one or two rooms.

Along the street extends a fence of the brown willow basketry, just like in an African village. Back from it, then, run the "yards" for every house has a good sized garden. Across these, on the porches, under the sloping front roof, are strung man-

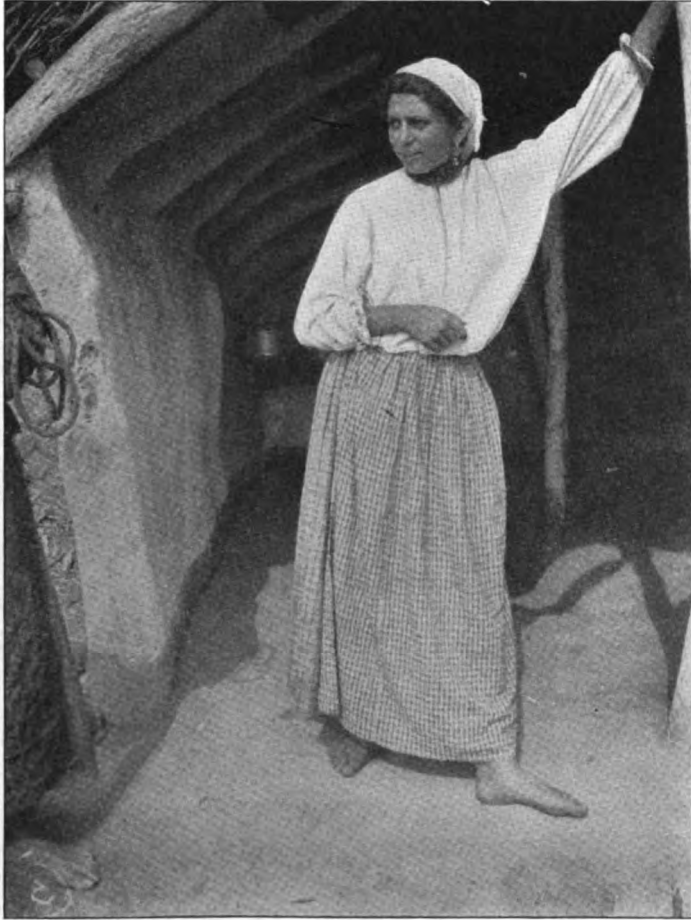
twenty-four. The house is of the withes, covered with mud, and inside this then, is coated in the pale blue whitewash. The effect is strikingly clean and pretty. We stop on the door step a moment to survey it. Then we peep back at the portico we have crossed. Just the natural earth, of course, with four narrow poles supporting the roof. To these poles hang a coat of sheep-skin, worn fur-side *in* in the winter, and *out* the rest of the year. Also, more strings of red peppers, a basket and a bird cage. Here, too, there is a bench with

sticks. About it are the dogs, with which the village swarms. They are interbred with wolves, and quite fierce. Their purpose is to serve as scavengers.

Before stepping within, as in a Japanese home, we leave our shoes (our slippers were we Roumans) at the door. Inside, everyone goes barefoot. Again the floor of

autumn. Above opens a great chimney, with a shelf all about. On the shelf stand plates, of coarse white porcelain, ornamented by cheap patterns, pitchers of blue, platters and a lamp, rarely used, because of the cost of the oil.

Our eyes grow accustomed to the light, and the walls seem to take on a yellowish



A TUNNEL HOME, COMMON AMONG THE GYPSIES

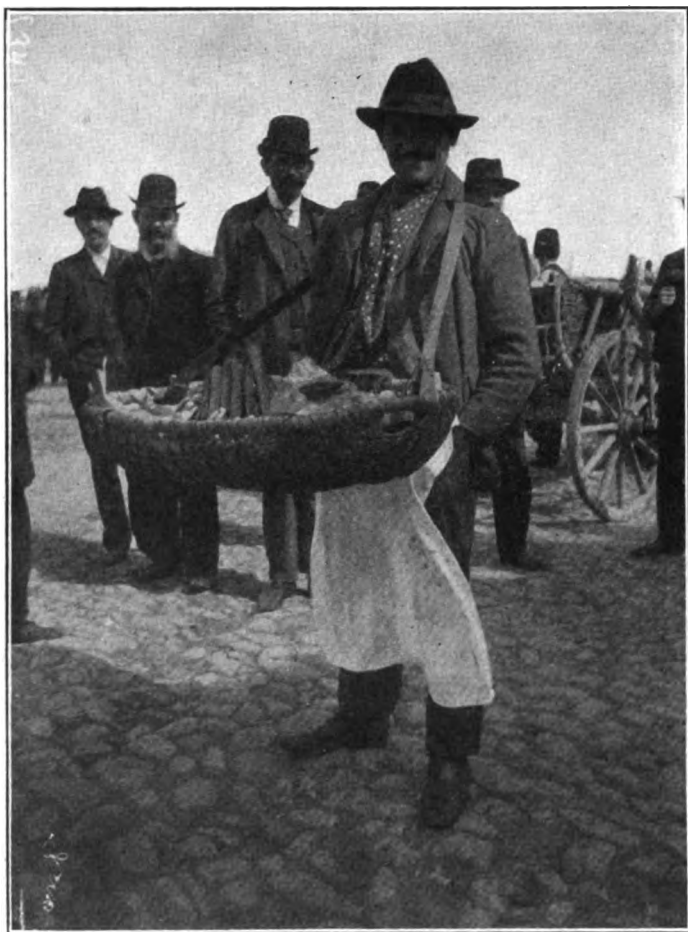
earth cools our soles as we tread it. Even over in the corner where a fire of corn-cobs burns, it is damp and cold. There, there hangs an iron kettle, as in a New England farmhouse in which leaves are cooking and twigs are parboiled, being held down by a small rock. To one side are the bits of wood, which the faggotters gather in the

tint. They are spotted—with hundreds of flies. Never anywhere, not even in a Kentucky hotel, have we seen so many flies on a wall as here in the Roumanian houses. Over in a corner, where a shelf of tin pans has place, they are settling on the wooden pan covers. A platter of green mangoes, the great staple food, is in no wise pro-

tected against them. American fly paper is sold in the Balkan cities, but the peasants are too poor to buy.

The housewife shows us about. Behind the door hangs the sack which she wears on her back on the semi-annual visit to town to make purchases. She, herself, is attractive in costume. A purple skirt, cut

fornia, the Portuguese children from Horta throw poppies into the 'bus, in imitation of the home-land custom. So, at the gipsy village, our hostess gave us a dahlia. But here among the Roumans, they go one better. They offer us their simple fare. The food, almost the *only* food, is the manalega, a brew of maize



STREET SCENE IN BUCHAREST

high above the bare feet, a waist of blue sacking, a coat lined inside with fur, a head 'kerchief of lavender—the dye for which she is cooking, while she spins beside the fire. No other colors than the tea from this shrub, which is cooked until the bark peels, are employed by these women.

On the road up Mt. Hamilton, in Cali-

meal. This is put in a kettle and mixed, then boiled until halfways soft, when it is eaten. There is very little bread, scarcely any. There is practically no meat at all. They never slaughter in the village—for meat you go to the next town. Sheep-cheese is often eaten, especially at noon.

The men folk—they are conspicuous by

their absence. They are now working in the fields. Everyone lives in villages. The men and women and children go out, at sun-up, to garner corn. The housewife carries dinner to them, or now and then they may come home. In the former case the mother of the family will take out roasted mangoes, and, if they be exceptionally well-to-do—bread.

"What is there more? Health," she answers.

Over in a corner are the spinning utensils for the winter, when the black goods are woven and worked. There, too, is one of

there is a flat double bench, covered in a blue, brown and green-striped cloth. This is the bed, and here, at one end, rest the wool and the spindles. At the foot are piled the covers and sheets, these resting against a green, gaudy, wooden trunk. About that more piles of blankets stand high, for use in the cruel winters. There are two windows, with a shelf between, and on this such trinkets as toy dogs, a cup of flowers and imitation apples stand. The windows have iron bars, as have all in Roumania.

Against another wall hang the wife's Sun-



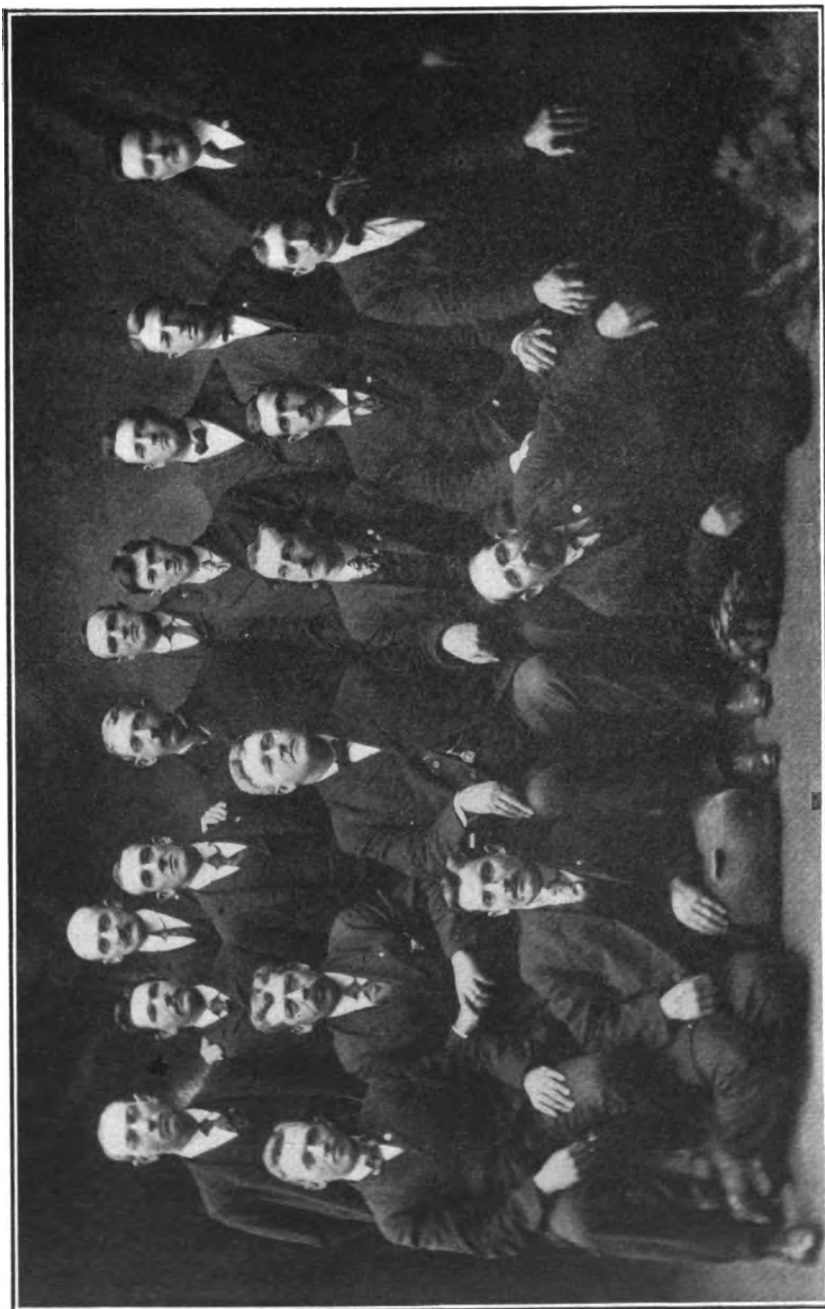
THE GYPSIES' DWELLING

those low tables, to which one sits on the ground.

We pass into the next chamber. The earth floor here is very damp. The walls are covered with white cloth that has ruffle on ruffle of lace. Below the lace will be a fringe of alternate red and yellow-striped cloth, much as a tapestry, and giving a far cozier atmosphere than would wall paper. Over on one wall there is a gilt icon, with an embroidered towel draped about. High above it is a shelf of a single fanciful colored platter. At the foot of the same wall

day garments. In a corner is the stove, and a tiny chair, made to fit the table. Other clothes, the husband's, hang along the wall, across from them hang the rest of the wife's. A shirt that is worn day and night is noticeable in the lot.

The women of these homes wed at sixteen, the men at twenty-one. Three to seven children are the average. Years ago the government divided land among them. But as the families increased, and the wives always come to live with the husband's family and so till his fields, the little



B. R. T. GENERAL GRIEVANCE COMMITTEE, P. &amp; R. RY.

|            |                |             |                          |              |                  |               |             |             |
|------------|----------------|-------------|--------------------------|--------------|------------------|---------------|-------------|-------------|
| Wolfe 444. | Zimmerman 113. | Orner 611.  | Shivelhood 172.          | Allison 287. | Salzer 663.      | Morrison 172. | Dayton 127. | Barrett 387 |
|            | Daubert 678.   | Groves 946. | Fitzpatrick 2nd V. G. M. | Grissar 43.  | Blattenberg 149. | McGuigan 610. |             |             |
|            |                |             | Evans 113                |              | Tyrrell 623      |               |             |             |

plots grow more and more unable to support them. The taxes are high, commodities dear.

"We are like the buffalo, (their draught animal) they load us, and load us, until we fall, and then we must bear on or perish." It is pitiful—this picture.

There is another, while we are still in Roumania. That is the Rouman Jew.

We meet him especially in the big cities, Bucharest and Jassy. He is a curious anomaly. In the country he is no citizen, except only the very wealthy of his *species*, who could find means to purchase franchise by a direct vote of the Parliament. He is no citizen, and yet he may not leave the country without great bribery. So, he too, feels the hand of persecution heavy upon him.

So they come.

## "Humanity Robbing Itself Of The Full Life."

JOSE GROB.



CERTAIN governmental investigation has recently discovered something that had been well known for a number of years.

Yes, we all knew that a genius had managed to quietly absorb the absolute or practical control of about one-third of our railroad transportation, along the most important and rich sections, and so had become the master of business resting on a capitalization of five billions of dollars in bonds and stocks. In forms more or less direct he fixes the wages of several millions of workers and determines the prices of a large share of the products we need to consume. He can make some localities flourish and others languish. He can benefit some, to the extent he may like or be convenient to him, and can crush the many where that may be indispensable to the prosperity of some, himself included. He can keep crowds of people awake at night, because of the unnatural business turns he can produce. He can raise values here and depress them there. He may do all that in the form of a beneficent despot, when that suits him best.

The conservative press says that we Americans are not even willing to have beneficent despots. Somehow or other we seem to placidly get along with all kinds of despots, provided we have large numbers of them, and they give to some of us some chance, however remote, of now and then getting into the upper ring of some

gambling combinations. We only howl against our industrial despots when the turn of the gambling wheel is not favorable to us.

At least another first class beneficent despot have we, controlling another set of five billions in different industrial branches. For details see *The Bricklayer and Mason* for December, copied from "Exchange." Let us add the U. S. Steel Company, with its control of about two billions. There we have twenty-five per cent of the capital of the nation under three extra compact organizations, dictating the conditions under which not less than 15 millions of supposed free men, women and children shall have to live. Many more millions are indirectly affected by the standard of prices that those three combinations have the power to fix, as ordained by the laws of our sovereign people, sovereign yet loaded with the chains of that political freedom that decrees the most idiotic, and painful, and degrading industrial slavery the earth ever saw.

Below the three combinations we have specified and the many more we have not, we have the perpetual mother combination, peculiar to each nation and to every age. That is a loose and semi-chaotic combination embracing a vast multitude of monopolists and gamblers and intriguers for the purpose of getting a large or small share of the labor fund which is due to useful, honest workers, and to nobody else. And



GENERAL COMMITTEE B. OF R. T. BURLINGTON SYSTEM YARDMEN

F. S. Barnes, Gen'l Secy., J. P. Strickler, Gen'l Chairman, P. H. Morrissey, Grand Master, -4 W. W. Gillette, 19 F. C. Strutz, 680 O. G. Sampson, 288 E. J. McCarthy, 12 J. E. Jaques, 24 R. H. Dickerson, 386 W. L. Conlin, 642 F. W. Gray, 448 C. E. Hemperley, 617 W. H. Greer, 25 J. W. Harrell, 104 O. E. Perry, 28 H. E. Gidley, 26 W. H. Crawford, 160 O. L. McGrath, 286 O. W. Jones, 176 J. B. Cannan, 680 H. B. Parker, 170 E. S. Wright, 46 J. W. Mills, 92 E. J. Clark, 479 W. A. Bruce, 804 O. H. Zerba, 487 O. W. Corey, 367 H. L. Roberts

to them it would go if we, the modern nations and churches of the earth, with the accumulated wisdom of 62 centuries of human development, if we saw fit to be sensible and honest towards each other, with the honesty we preach to each other and drop down and trample under feet in the most important lines of human collective conduct.

None of the compact, well organized and concentrated forms of monopoly rule, against which society revolts, now and then, could at all rise and live if society should not commence by allowing and fostering the loose and crude monopoly rule mother combination mentioned in our previous paragraph. Suppress that broad, extensive, poisonous viper, thus far the primal curse of all nations, giving to a large proportion of the people in each generation the power, in forms important or insignificant, to control the natural domain, irrespective of proper use, thus preventing the rest from exercising their right to hold their own share, of that natural domain; suppress that iniquity, and a sound social environment would be at once established. Somehow or other no generation of good men has ever been good enough to see that abominable social wrong of monopoly in natural resources, made more and more fatal by the fact of 15 or 20 per cent of the people being more or less the beneficiaries of that social iniquity. The greater the number of people who may profit by any process of legalized industrial and social robbery, the more sinful the whole nation becomes. Why not?

There we have just the mean and wicked aberration by which humanity, under the leadership of the supposed best minds in each nation and generation, has robbed all men of the full life for which a God of beauty supreme created them, that full life to commence, of course, on earth. Why not? Any other conception of God is blasphemous.

We may have had good intentions enough, we choice fellows. We have certainly done all we could, in the shape of wealth and fancies, to have something of a life, but—what a miserable life even we ourselves have had, are yet having, in com-

parison with what has been promised to all of us! Do we know anything about the peace that passeth all understanding? We don't know anything about any kind of peace. We know a great deal about the sickness, and cares and turmoils created by our own collective selfishness and despicable ambitions.

Perhaps the fundamental cause of humanity's incongruous development, even when at its best, is that thus far, all religions, as conceived and practised by most men, if not all, have been—"aggregations of mere sentimentalities, emotions and idealisms, never-teaching, in forms positive, precise, scientific, the tangible, simple processes with which to carry into all actual life, personal and public, private and collective or social, the solemn decrees of God and His creation."

Somehow or other education is yet cowardly enough to refuse telling men, as it should, the following fact: "All the miserable complications and repulsive absurdities to be found in all directions, come from the disgraceful fact and crime of the laws of all nations by which we all insist upon keeping in force the principle of wholesale robbery in all the most essential industrial relations of the human family."

As the individual dies and the nation remains, so evil as a permanent factor in the lives of millions of men through centuries, evil as such can only keep germinating, rising and growing through hidden, intense, respectable selfishness, incorporated in the compact of nations, forcing all men to live in defiance of the simple, enjoyable, unselfishness of the natural and divine plan of human existence.

We can now see the process by which alone we all can stop the insane job of robbing humanity of the full life for which humanity must have been created by God, unless He should be a monstrosity in lieu of the Father of all glory, as He evidently is.

We could forever establish the gorgeous divine plan of human development with but a fragment of the efforts we are constantly wasting to keep alive our mean and nonsensical plan of human growth. When shall we be bright enough to see that?



## The Light Of Number Six.



JIM WATERS threw his weight against the throttle, set the air brakes and opened the sand ports.

"What's the matter?" shouted the fireman, craning his neck over the arched back of Old Mogul.

"Red light ahead!" shouted Waters in reply.

The N., L & R. flier had just rounded a long curve and was bearing down on tunnel No. 6.

"Queer," muttered Waters, as he set the reversing lever and slowly opened the throttle. "That's a bull's eye, but there ain't no switch at No. 6."

"Say," bellowed the fireman, "that light is twenty feet from the track."

"I know it," Waters yelled back, "but it's red an' I can't pass it."

The big eight-wheeler, with its load of seven heavy passenger coaches bumping behind, gradually came to a full stop, and Waters saw that the warning red was gleaming from the bull's eye of a regulation switch lantern sitting on a gate post a few feet to the right of the track.

"That's where Ed. Marsden's widow lives," said Waters, as he and the fireman climbed out of the cab. "What's that behind the post?"

"Something white, but blamed If I can make it out."

"Well, sidetrack me if it ain't a kid. It's Ed. Marsden's kid, an' out here in its nighty. What you doin' out here with that lantern, sonny?"

"Has you dot Sanny Loss on your chu-chu car?" asked a golden haired little tot, his teeth chattering from the cold.

"Well, I'll be eternally damned!" exploded the fireman. "Is that what you held up the flier for, kid?"

"What's the trouble, Jim?" anxiously inquired the conductor, who led the crew a race to the front of the train.

"This kid's flagged the flier to see if Santa Claus was aboard," interposed the fireman.

"Well, one of you hustle him up to the house and let's get out of here. We are twenty minutes behind, any way."

"I don't know so much about gettin' out of here in a hurry," said Waters, his brow wrinkling in perplexity. "This thing's givin' me a queer feelin.' Mebbly I'm a flat wheeled loon, but I've got a notion that the good Lord don't send bare-footed babies out on cold January nights lookin' for Santa Claus with a red lantern unless He's got a mighty good reason. Behind or not, I ain't goin' to turn a wheel till I see what's up ahead."

"You're a fool, Jim," growled the conductor. "You will be on the carpet for this and it will mean at least six months."

"I don't care if it's six years," replied Waters, doggedly, "I'm goin' to see."

He hurried back to his engine, and, lighting a torch, dashed off down the track toward the tunnel.

"This youngster ought to be spanked," growled the conductor. "Where did you get that lantern, anyway?" he continued, turning fiercely on the shivering child.

"My muvver put it on the winnow so Sanny would stop and give me a rocky boss. Has you dot it on your chu-chu cars?"

"No!" shouted the conductor. "This is not a Christmas train, Christmas was a month ago, any way. What kind of fool tricks has your mother been teaching you?"

"We's poor, an' Sanny didn't leave me a rocky boss; but ma says maybe he will have one lef o'er, an' he might bring it when he goes back home."

"Well, why the devil didn't you leave the lantern in the window? What did you want to tottle out here with it for? Just see what you have done!"

The little golden head sunk on the child's breast and two shining tears trickled down his cheeks.

"I finked Sanny wouldn't see it, so I just brung it down to the gate."

"Here comes Jim," interrupted the fireman.

"I guess he has satisfied his fool notion and we can get going again," grunted the conductor, turning to watch the light of the torch as it bobbed up and down. Waters was running at top speed, and when he dashed up to them they saw that his face was deathly white and his whole frame was trembling.

"What is it Jim?" asked the fireman and conductor in one breath.

"The whole damn roof of No. 6 is down!" gasped Waters.

"What!" shouted the conductor, grasping the engineer's arm and shaking him as if trying to awaken him out of a dream.

The fireman wilted like a rag and sank to his knees.

"Good God!" he cried, "and we making sixty-five miles down grade!"

"Sixty-five miles an hour to death!" muttered the engineer. "Fifteen seconds more an—where's the kid?"

Pulling himself together he made for the little barefooted boy who stood shivering by the gate and, catching him in his arms, he hugged him to his breast.

"God bless you, kid; God bless you!" he muttered.

He bent over the child and a great tear dropped on the golden head.

"Well, this is a mess," exclaimed the conductor, with a gesture of despair. "We'll have to hustle back to Brunswick and get into communication with headquarters pretty quick. Here, Davis, there won't be any work for the baggageman on the run back; you take the kid up to the house.

"When we do get into touch with 'quarters,'" declared the engineer, handing the little boy over to the baggageman, "I'm goin' to donate a month's pay to this kid's Christmas, even if it is a month late."

"Me, too," said the conductor. "But get aboard everybody; the express will be coming down on the other side in an hour, and we've got to get her word before she passes Salisbury."

Everyone kissed the baby goodbye and then scrambled aboard the train. The baggageman held him up while he waved a last farewell and the train backed away.

"All God's angels ain't in heaven," muttered Waters, as he wiped away a tear and squinted at the steam gauge.—*New York Herald.*

## Child Labor Becoming An Issue.

**T**HE child labor evil has reached such proportions that it must be met or the country must prepare to assume the consequences of raising a set of people dwarfed mentally and physically because it did not have the courage to protect its children from the employers of labor who realized their business successes in the lives of their child employees and at the sacrifice of the future.

The child workers are particularly numerous in New Jersey, Pennsylvania, Alabama, Georgia, North and South Carolina, Rhode Island and Massachusetts and, it is fair to believe that the census of 1900, from which the figures have been taken, does not commence to show the number of children employed in these states. It is estimated

that there are 60,000 children at work in the Southern mills, that 10,000 children work in the mines of Pennsylvania, and no one attempts to guess how many children go to make up the mass to be found in industries and stores, offices and the like. The messenger service alone employs many thousands of little boys and girls who must suffer morally from the nature of their employment.

Senator Beveridge has started to work for the protection of the child worker by way of national legislation which is to be applied to all products transported by interstate carriers. This law, if enacted, would not catch the small fry, but it would get the big fish, and through them the law might be re-enforced by state laws covering

the question of child labor, for the large employer does not countenance any advantages that may come to his smaller co-employer and can be looked for to enforce the law not only against his own kind and also to seek its extension to all manufacture. There is much opportunity for evasion of the proposed law, but it is not expected that the large manufacturers will try to dodge it if it is passed. Their first effort will be to oppose the law in Congress. The patriots will all be there to defend the children and to prevent the enactment of the law because, "the children must be protected in their right of contract" or some such other rot with which we are all more or less familiar.

The December issue of the *Arena* had an article on child labor from Elinor H. Stoy, from which we quote. She said in part:

\* \* \*

Jane Welch has told of seeing children bright and precocious taken from school at the age of eight and ten years and put to work in order that thirty or forty cents a week might be added to the wages of parent or guardian. These wretched little ones spent their nights and days carrying pails of water on their heads, shearing fag ends of glass bottles, carrying bottles and chimneys from white-heated ovens, until every vantage of childhood was wiped out. There were no childish voices, no quick ears, no keen eyes; they were stamped with animalism. Mr. Piexotto says this is true in San Francisco. When the Consul remonstrated with parents, he was met with, "But we must all work or we shall all starve together."

Bishop McVicker, of Rhode Island, said, that when a class came before him for confirmation he noticed their small size and puny appearance. They seemed rather young to be confirmed, but the minister to whom he spoke said: "It was not because they were so young, but because they had had no chance to grow." A visitor to the coal-breakers where children are worked, gets this apology from the superintendent or foreman; not for facts which make you ashamed of your race—not for the destruc-

tion of child-life, but,—“It's a pretty bad place for your good clothes!”

In a large Western mill a small girl was seen by a visitor bending over a machine, face flushed, arms flying, every nerve quivering, working at top speed; she was earning seven dollars a week on piece-work. The visitor asked, "What will she be earning five years from now?" "Oh," said the superintendent, "I presume we shall have another girl by that time!" We shall presume so. Said another mill-man where they employ young children, "Look into the faces of these boys and you will see they are not fitted for anything else. You must be careful how you play the part of providence to people born to another kind of life. I shall oppose every effort made for improved legislation." Another reason given by child labor employers is that these little fellows are so nimble with their fingers, and know how to take care of themselves; and the fact that a boy of twelve, working for fifty cents or sixty cents a day, can do as much or more, that is, in some parts of glass factories, and in coal mines than a man who would be paid one dollar a day—explains quite clearly this callous and inhuman attitude of the employer.

Mrs. Van Vorst says that she got this *why* from the wife of a wealthy cotton-mill employer, when she (Mrs. Van Vorst) suggested that better things might be done for these Southern children than to keep them at work in the mills; that they might be freed from night work, and given schools and holidays and some recreation. "Yes, it might be done," was the reply, "by concerted action; but for my husband alone, it would be ruin!" "Not ruin, but a reduction," suggested Mrs. Van Vorst. "No, ruin!" was the answer flashed back. "To compete we must have our sixty-six hours a week!" And it is upon such a system of dishonor, dishonesty and lies that child-labor is built. For deaf is the ear to this bitter cry, and blind their eyes to this degradation wrought by their own hands—and yet, "A child's sob in the silence curses deeper than a strong man in his wrath."

In the textile mills the statistics show that as the number of women and children

who work, has increased, the number of men has steadily decreased, and wages have gone lower and lower. Cotton cloth, violets, roses, ornaments, bottles, tobacco—every trade becomes a tragedy, and shows us pictures of little children who do not know how to laugh or play. The peril is that child-labor is so deeply rooted already. Legislation is imperative; its stringent enforcement an absolute necessity. There are laws in the industrial states—fourteen years being the rule; but their lax interpretation is notorious. In many cases the law is made to be but a screen, and this wrong done to childhood does not call for half-hearted interest, or shuddery sentimentality. It calls for action! Free the children! is the clear command of sound common-sense, as well as humanity. Stunted bodies, deterioration in morals and mentality, is the curse which follows the failure to protect the children, and furnishes the army of idiots, indigents, incapables and criminals, who become a drain upon the nation's very life. Does it pay?

The National Suffrage Association, at its last meeting, laid its chief emphasis upon this waste of children. Emerson defines Civilization as "The power of good women to create public opinion." And any effort that good women can make is a powerful aid; but while they discussed this child-problem, the greatest of all problems, by day, and while they are sleeping by night, it is still calling for solution. The premature use of the child is the destruction of the future citizen. This traffic in child-labor is an evil for which we as a nation are directly responsible. Not less than eighty thousand children—mostly little girls—are employed in the textile mills, where a twelve-hour day is the almost universal rule. Mrs. McFadden, Jane Addams and Mrs. Van Vorst, have seen little children at work at half past ten at night, who were so young that they did not know their own ages. In these fine mills in South Carolina they found little girls four or five years old at work in the spinning room. Think, if you can, of a little girl only eight years old, so small that she has to stand on a stool to reach her work,

running a speeder which has to be replenished and kept in motion at the same time. She has also to clean and oil the machinery by climbing under it at the risk of her life and limbs. It is no uncommon occurrence for a child's hand or arm to be caught and crushed to a pulp. In the spinning-room the hair of the children was white with lint from the frames. They did not know how old they were, but a girl standing near said some of them were five, some seven. A beautiful girl with big gray eyes and hectic cheeks told Mrs. McFadden that she was eight, and added, "I have only worked one year." Think of it! The long hours of night toil, where these little babies fall asleep at their tasks, and are awakened by having cold water dashed upon them. Not a moment spared for sleep or food, no cessation of the maddening racket of the machinery, the foul air and hideous heat breeding disease, swollen glands and a horrible form of dropsy prevailing. A physician who had made a special study of child-labor, says that ten per cent of those who work in these mills contract consumption. The flying lint forms an excellent cultivating medium for tuberculosis; the close atmosphere and stifling heat and the other extreme, the chill night air, develop pneumonia, and consumption follows quite naturally, which justifies the statement of the woman who said, "I suddenly never did see such a place for dyin'! I reckon there's a funeral every day."

The number of accidents, the danger to life and limb is appalling. Tired with the long hours, dazed with the noise and loss of sleep, is it any wonder they grow careless of danger from belts and bands? One doctor, and there is testimony from many others, said that he had personally amputated more than one hundred fingers belonging to baby hands. A cotton merchant said that he had frequently seen children with fingers, thumbs and sometimes the whole hand gone, and this crime goes on. Children are literally being fed to machinery in mill, mine and factory; in glass works they are brutalized, in tobacco factories they fall fainting, poisoned by the strong odor of the tobacco. There are children in the coal mines of Pennsylvania

and other coal-producing states, where the law says that fourteen years shall be the legal age at which a child may be given work; but we find them as young as six everywhere. Mill and mine compete with the school for the children. Certificates produced by the employers show that, as one of them said with a laugh, "All these kids must have been born on the same day; they are always exactly fourteen." Their real ages are far below the requirements of the law, which is violated over and over. On these breakers where the boys are employed the dust rises in clouds that hover over the buildings long after the day's work is done, and so darkens the place where they work that they wear miners' lamps in their caps to enable them to see the coal at their feet. Pathetic little figures, nine, ten, eleven and twelve—bending over their tasks with aching backs, and hands cut and bleeding, they must learn to control the nausea caused by the thick dust which coats the lining of throat and lungs, and later on results in tuberculosis and miners' asthma.

If, in a moment of forgetfulness, the natural tendency of children to play crops out, the boss is behind them to strike them with stick or stone and stop such unbusiness like recreation. Here children sprag cars and tend the chutes, but no record is kept of the number killed or maimed for life. There are five hundred and eighty thousand American children in the United States who can neither read nor write! One fine young fellow of eighteen said in a shamed-faced way: "I can't read; I have been working ever since I was seven." This, in Pennsylvania is the usual thing. Everywhere in the competition between the school and employer—the employer wins.

In North Carolina there are fifteen thousand children at work in the mills, with wages decreased from thirty-two cents to twenty-nine cents a day. Twenty-five per cent of the children of school age do not attend school. There is no legal protection whatever in some states. If the father choose, he may spend his time in idleness and in the saloons, living upon the scanty wages of his wife and children. Another

bitter cry of the children against this parasitic system which preys upon the weak and helpless. Where is their compensation for the injury done them—this *monstrous* injury—when the pay received for the child's labor is not enough to even feed him properly? The trades are growing, and the prosperity of the employer, too, is increasing; but it is upon the nation's most valuable asset, the children, who are stifled in mental growth and life is balked of its purpose; for if, as Burbank says, it is true in plant-life that "Weeds are weeds because they are jostled, cropped, trampled on, scorched by fierce heat, chilled with cold, starved for lack of proper nourishment," and if there is not a weed alive that will not sooner or later respond liberally to good cultivation and persistent selection, why may we not hope as much from these child-weeds, who are foul-mouthed, profane, vicious and brutish because they have been "scorched, jostled, and trampled on?"

Let us free the children from these vicious surroundings, from these late and long hours which cannot but produce moral as well as physical wrecks. Let us give them a showing in this mad rush we call life, to learn its better side. To us character is the cornerstone of all true success. Why not for them? I might go on giving statistics and showing you "Facts dressed in tights," as Mark Twain says; but one cannot put tired eyes, pallid cheeks and the languid limbs of children of five and six, in mill, mine and factory, into figures. I wish I could, for they are figures you hear and see, not the human units which make them, else we should never forget the sight of these wee toilers working, ten, twelve, even thirteen and fourteen hours a day for a mere pittance, in a country which has established in its industries an eight-hour rule for men, North, South, East and West. It is a shame to our civilization and a crime against humanity!

A visitor to one of the large textile mills chanced to say that it was his birthday. "I am forty-two years old today." A tired, hollow-eyed child standing near him said, drawing a long breath, "My! but I should think you'd be awful tired of living!"

Think of that from the lips of a little six-year-old child! Victor Hugo said he had seen the suffering of men and women, but until he saw the suffering children, he knew not the awful meaning of that word? A picture, just a picture I saw one day in an illustrated paper in a Broadway window, keeps itself before my eyes. I want to show it to you. It is a wild, wintry day. The street is piled deep with snow. In the foreground is an elegant carriage. The groom is holding the door open that a woman, young, beautiful and richly dressed may enter. In her arms, cuddled up safe and warm, is a dog, an aristocratic, bewashed, beribboned, long-eared, hand-tooled affair in the dog line. Near by is a newsboy, with ragged clothes fluttering in the fierce wind, worn shoes through which show the naked little feet, face pinched and wan with suffering, eyes wistful as he looks at the wealth and comfort of the fortunates, and he is saying,—every bit of him is saying,—as he clutches his bundle of papers tighter, “I wisht I was a dog.” Must not this wish find utterance oftentimes on the lips of the little white slaves who toil in the mills, mines and factories, and on the streets through long hours of days and nights, as wretched and forlorn as he?

Is there not a social responsibility somewhere? Aye! coming closer—an individual responsibility. May Mary Livermore's prayer find an echo in our hearts. “If it is to be a question of supremacy of freedom or slavery, I pray God it may be settled now, and not left to our children, and Oh, may I be a hand, a foot, a voice, and influence in this cause of freedom and my country!” It is a cause which has its claim upon humanity. A claim of justice and

mercy. It is a claim which is up for settlement, it will have to be paid sometime and with accruing interest, and in a way of which those who look ahead do not even like to think. It is a claim of children who fall fainting in the streets and in the school-rooms, from starvation, though they work, while dogs are fed and cared for with a tender solicitude which these little ones never know. A claim of the children who do not know happy hours or play-time, even as voiced by a tot of four or five, “I used to play when I was young!” A claim of the five hundred and eighty thousand American children who do not know how to read or write! A claim upon the mother-heart of our country. If it were your child? Upon the chivalry of the men in defense of the weak and helpless little ones. The benefactors of the human race are those who have thought high thoughts about it, and have crystalized those thoughts into high and noble deeds. Great reforms have come by each doing his part with a consecrated purpose; such as Lord Shaftesbury on behalf of the enslaved women and children of England; John Howard and Elizabeth Frye bringing about a reformation in the treatment of prisoners; Pinel braving ostracism, ridicule and hostility to prove that humane treatment would work wonders in the cure of insanity. Jacob Riis, Josephine Lowell, Jane Addams and others whose names you know. A mere handful, it is true, where so many are needed to help do what they can to better the condition of these infant toilers whose fate is precisely that same bitter bondage of the children of fifty years ago, when Lord Shaftesbury did his part, and over one hundred years after Democracy defined its principles of “Equal rights to all, and special privileges to none.”



## The Working Of The Railroads



WRITING under this subject, Professor Logan G. McPherson, Lecturer on Transportation for Johns Hopkins University, has offered many excellent thoughts on the operation of railways. He has presented his book in an unusually practical and interesting way. The questions of construction, administration and operation are given to the reader in language he likes, if he knows anything at all of railway work, and are not offered in the "booky" language that marks so many publications of the kind.

We quote from one chapter captioned "Correlation," because it will be of unusual interest to the friends of the members of the Brotherhood, who have a vague notion gathered from conversation with the train and engine men, of what the work in train service means. Railroad men are usually ready to talk, but they have a habit of doing it in such a way that it sounds like *Esperanto* to the layman. He listens to "what she pulled and where she stuck, and where the fog played out and what the 'hog head' said, and what the 'tallow pot' noticed as 'we hit the hack' or punched the 'tail lights' of something ahead, and why a certain engine is marked for a certain train, tonnage and way work," all mentioned in the hurried manner peculiar to railroad men, perfectly intelligible to them, but not so much so to the others who do not know the difference between red light oil and a left handed monkey wrench.

Professor McPherson has put it in plain language, and it reads well as the following quotation bears witness:

"That throughout the administration of a railroad there must be a high degree of co-ordination between the different departments and the different officers and employes; that there must be a thoroughly defined and well understood method; and the utmost care and precaution in its application is a general statement. How well it is founded is exemplified by the routine procedure in what, although the most important, is but one phase of operation, the

running of trains. Let us trace this procedure through a bit of actual working.

"It is half past five on a Monday morning. Word has just come to the yard master from the train despatcher, to start a third section of train No. 82 at six thirty a. m. In the stalls of the round house are four locomotives of Class A, three of Class B and five of Class C, all clean and fit, with the fires banked in the furnaces and a simmer of steam arising from the escape valves. The requisition from the yard master specifies an engine of Class B; No. 312 has been longest in; she brought in fast freight 31 the evening before.

"On the work sheet, the engineer marked her in good order throughout; noted that she needed no repairs, nothing but the regular cleaning; her exhaust was clean, her reciprocating parts were in adjustment; her bearings running cool. The hostler had taken her over the cinder pit, cleaned out the fire box and every part from the netting in the smoke-stack to the air pump. After the wipers had rubbed every square inch; after she had been cleaned inside and out with care, more than which no mother could give a child, a mechanical inspector went over her again from head light to rear coupling, testing every passage way, sounding every fastening, checking every item of the report made by the engineer, and finding it true. And this is the standard practice with every engine between its going and coming in every roundhouse in the United States. Thus it was that at half past five on a Monday morning, in response to the request of the yard master, the round house foreman designated No. 312 as the locomotive of Class B to take out third No. 82.

A caller was sent for the engineman and the fireman, whose names were posted 'first out'—by customary practice every engine crew lives within one mile of the round house, is expected to be at home during the period of rest, and to appear at the round house after call within thirty minutes of the prescribed train leaving time. And so it was that at six o'clock the

fire had been unbanked in the furnace of No. 312 by the hostlers at the round house, her tank had been filled with water, her tender with coal, and her sand box to the brim with the grains that give the wheels their grip on the slippery tracks of the up-grade. The engineer, with the familiar can, 'oils round,' examining for himself every vital part of the machine. Then, at twenty-five minutes after six, the hostler having delivered her beyond the cinder pit, the fireman dashed a shovelful of coal into the fire-box, the engine man gently placed his hand upon the throttle, and as gently the ponderous mechanism began to move.

"The man in the signal tower at the entrance to the yard has thrown a switch, the head brakeman gives the 'go ahead' signal, and No. 312 moves down and backs on track No. 5, stopping at the head of the waiting train. At five o'clock that Monday morning, the chief despatcher perceived from the reports of cars received and in the yard that there was a full quota of cars not only for regular No. 82 and a second section of No. 82, but that there remained nine cars of lumber awaiting shipment to the east; that six cars of cotton were ready to go to the junction mills, and that the other car loads of material and merchandise in 'bunches' of threes and fours were destined east, enough in all to make a third train of thirty full loaded cars, about one-half of which were consigned to two or three stations along the division, and the other half to points beyond.

"Therefore, he directed the yard master to start a third section of No. 82, designating 6:30 as the leaving time. The gross weight of these thirty loaded cars amounted to approximately one thousand tons. A Class B locomotive, by the practice of this road, is so designated, because it is rated to pull from one thousand to fifteen hundred tons; hence an engine of this class was requested for this train.

"The yard master gave the numbers of the cars to the switching foreman, who made them up for the outgoing train; the cars for the first destination nearest the locomotive and so on, that they might be set off with the least switching. The cars were drilled from off this track, and that into the prescribed order, and a trifle before

half-past five the switching foreman reported to the yard master that the train was ready.

"The car inspectors test wheels, brakes, axles, journals, bearings on every car, connect the air brake pipes, and test the application of the brakes. At the same time that the yard master made requisition on the round house for a locomotive, he sent the yard caller to summon conductor, brakeman and flagman to man the train, and this crew reported at the yard office at the same time the engine crew reported at the round house. The conductor was notified that his train was made up and on track No. 5; he and his flagman went to this track to 'get numbers' of the cars and seals, and to inspect the train, while the head brakeman went to the cinder pits to pilot engine No. 312 to the front of the train.

"The conductor enters in his train book the number of each car, and the initials of the road owning it, its destination, its empty or tare weight; the weight of its load, and the sum of these or its gross weight. With the aid of the brakeman, he carefully tests the seal that the loading agent has placed on each car, and certifies to its soundness by entry in the train book—if the seal were not taut he would not accept the car until its contents had been checked, and the seal placed in order. He again reports to the yard office, and with the yard clerk checks the car numbers that are recorded by the clerk as being forwarded with the cars of the numbers that he has entered in the train book, and receives from the yard clerk the bills for all cars in the train.

"The conductor then confers with the engine man, who has coupled the locomotive to the train, and tested the working of the air brake pipes throughout. They are each ready, and so notify the yard operator who telegraphs the train despatcher that 3-82—giving the number of the locomotive, the number of cars, the gross weight of the train, the name of the engine man and the conductor—is in the yard awaiting instructions.

"The train despatcher enters this detail of the train and crew at the head of a column of the train register which is spread



in front of him, and on which is a space for the entry of the arriving and the leaving time of the train as telegraphed him by the operator at each telegraph station on the division.

"After this initial entry, which is the work of but a moment, the train despatcher telegraphs a clearance order to the yard operator, who repeats it to the despatcher to ensure that he has made no error in receiving it. Then the yard operator presents the order to the engineer and conductor, who read it back to him, and sign it as acknowledgment that it is thoroughly understood.

"These signatures are reported to the train despatcher, who telegraphs the word 'complete,' which is written on the order, the original of which is filed by the operator. A copy of the order is then delivered to the conductor and engineer. The engine man also reads the order to the fireman who repeats it back to him, and the conductor reads it to his brakemen and flagmen, who also repeat it back to him. When the order has been thus read and re-read until it is absolutely certain that every person on the train has the same exact understanding of the conditions under which it is to move, the conductor raises his hand; again the engine man places his hand on the throttle, and the train moves out of the yard and upon the main track.

"In case of a passenger train leaving a terminal, or a freight train leaving a yard on regular schedule, it may in many instances run according to schedule without such special order. The schedule specifies its time at different stations, the points at which it will pass or be passed by other trains; and contains general rules whereby trains of a superior class are designated and are given right of way over trains of any inferior class, which must take siding when necessary to let them pass. If, however, upon a busy road and from a busy yard, a train as in the case of our third section of No. 82 is despatched when conditions are ripe for expeditious movement, an order from the train despatcher will contain some definite specification, such as No. 3, engine 436, will wait at Crockettville until 8:30 a. m. for 3-82, engine 312.'

Crockettsville is fifty miles away. To reach it by half past eight, means a run of twenty-five miles an hour, an easy achievement if the track is clear and the signals open.

At the first bridge a signal man, posted with a green flag, compels a slow down because of carpenters at work upon a trestle; at the second station the semaphore indicates caution, and presently the explosion of two torpedoes by the locomotive warns the engine man to reduce speed and look ahead for an obstruction or a stop signal.

"These are the only incidents in the run to Crockettville, which notwithstanding is reached at the specified time, and train No. 3 is met. Here the six cars of cotton are set off for the junction mills, and two cars of general merchandise for the local store, and two cars of cotton goods are picked up for an eastern destination. From station to station, with lightening load, No. 82 thus proceeds under orders received at this station and that, passing or being passed by way freight, local passenger, fast freight, and through mail trains until it arrives at the end of the division.

"The conductor has taken the receipt of the agent at each station at which cars have been set off, specifying their numbers, weight, contents and certifying that the seals are in good order. At the division end, he receives the receipt of the yard master for the remaining cars, which are quickly disposed of locally, or made up into another train for further despatch. From his train book, he makes a report showing the initial and number of each car that has been carried in his train and the stations from and to which it has been moved.

"This is the 'wheel report,' and is forwarded to the car accountant, who from it makes entries upon his records which show the movement of each car and its location. From this, the car accountant is enabled to calculate the per diem, which is the basis for settlement with other roads for the use of their cars; and the car mileage, which is embodied in a report that is transmitted for their information to the officers of various departments. A through freight train would have discharged no cars along the division, and at its end would have needed only a change of locomotives and

inspection of the cars, their brakes, wheels, axles and journals before continuance on its way. A local freight train would have disposed of its cars at stations on the way, and picked up cars ready to go forward in its direction. On arrival at the division terminal, the conductor and train crew register at the yard office; the engine man and fireman hand in their 'time slips,' and proceed with the locomotive to the round house, and report its condition. Their names are posted on the 'in' list, or register, and they are off duty until summoned by the caller at this end of the division.

"At any one time on a division of a railroad through a sparsely settled region of thin traffic, there may be no more than half a dozen trains, but on a division of two to six tracks in a densely settled manufacturing or mining region, there may be at any one time two or three hundred or more, and the yard for such a division may have a capacity of five thousand or more cars.

"By day and by night, on all the divisions of all the railroads of the United States, there run during the twenty-four hours, no fewer than two hundred thousand trains, guided and guarded by the ceaseless vigilance of engine men, firemen, conductors, brakemen, signal men, switchmen, train dispatchers and train masters. This vigilance is without end, either by day or night, whatever the season, whether through the drought of the burning sun, or the torrential flood, over the snow capped mountain and across the alkali desert. The sudden stop that sends out a flagman with the protecting signal, may give him only a pleasant walk along a meadow-lined track on a rare June day, or it may cause him to crawl in the piercing wind of a dark winter night over the sleety ties of an ice-bound trestle.

"Modern and progressive practice requires that applicants for service in the transportation department meet physical tests as rigorous as those for the army, that they have good ordinary education, that they do not drink or gamble, and are not of objectionable character in other respects. They are not accepted in the service except on probation. They are obliged to learn the characteristics of the division

upon which they are employed, and to pass examination in the book of rules. They are promoted from one position to another only after experience and demonstrated fitness.

"Discipline is no longer administered by an inefficient superintendent with sudden and disconcerting severity, but an error is called to the attention of a delinquent with kindly firmness that develops into definite punishment only when the justice thereof is perceived by the sinner as well as the judge. There was a time when the typical railway superintendent was as a despot with the knout, but at this time when the successful operation of a railroad admittedly lies in the degree of co-operation between the employes and the officers, the accredited superintendent is he in whom kindly considerateness, blended with dignity and impartial justness, elicits the confidence and commands the respect of his men.

"The precaution in the selection of men is reinforced by the precaution in method, which is under continuous scrutiny and revision. If the provisions of the standard train rules were always absolutely observed there could be no accident through fault of the running arrangement. The requirements of the schedule are such that every train knows what relation of precedence it bears to every other train; switches and signals should always indicate whether or not a train may safely pass to the track beyond; when a train is moving under special orders from the dispatcher it is safe within the limits of its order, and beyond that limit it must not go until it receives another order. Moreover, the superintendent and his staff maintain a daily continual inspection of men and methods, as well as of material and structures.

"At the same time that trains are running to and fro over a division the supervisors and their gangs are working on the track, renewing rails, adjusting ballast, repairing culverts, replacing cattle-guards; and in the shops the forces of mechanics are building locomotives and cars and repairing those which have been consigned to them after inspection. There is constant communication between the officers and employes of one and another of the operating departments; the train masters, chief

despatchers, master mechanics and division engineers, especially being in the continual exchange information of mutual benefit.

"But in case the manifold precautions against accident fail, the finite brain forget, an imperceptibly undermined embankment be washed away, an undetectable flaw in the metal cause rail or wheel to break, or one of those unforeseeable and unavoidable calamities known as the act of Providence intervene, and there is a wreck, a telegraph office is reached in the quickest possible time. Word is sent at once to the superintendent, who starts the wrecking crew; to the train master and the supervisors, who send their gangs of workmen; to the master mechanic, who sends men to look after the cars and engines; and when necessary, to the doctors. At such a time, there is no thought of expense, but only that men and material may be directed in the shortest time to the best ends.

"Throughout the twenty-four hours while trains are running from one end of the division to the other, and over one division after another throughout the system, there is flowing from every station where tickets have been sold, and where freight has been received or delivered, a stream of reports to the accounting department. Likewise in every shop, in the office of every division engineer, trainmaster and train despatcher originate vouchers covering expenditure, and reports of every hour of labor, of every transfer of material and its application. From the reports of revenue, the accounting officers compile statements which show what the earnings of each division have been per train, per train mile, per ton, per ton mile; and from the reports of disbursements are compiled statements showing what the expenditures have been on each division for each purpose. Thus each division officer is enabled to compare the performance of his division month by

month, and that performance with the performance of other divisions for the same time.

Between the ticket and freight agents, and the district passenger and freight agents, are proceeding an unending series of inquiries and replies as to rates and facilities for the movement of traffic. A traveling auditor drops into a station, and the agent at once places the accounts in his hands, standing ready to explain anything unusual in the cash account, or on the books, or to take the consequences if he cannot.

"From the local offices, there flows in steady stream to the credit of the treasurer in the local banks, the moneys that have been received for the transportation of passengers and of commodities; and in a steady stream it flows out again to the millions of employes to be disbursed by them to the merchants who supply their wants; to the dealers for the material and supplies which preserve and maintain the roads and their operations; to the political authorities for the maintenance of the government and last of all, to the investors whose faith and capital have made existence of the railroads possible."

After reading, it is easy to understand just how much there is to getting a train ready, getting it over the road and telling how it was done, so that the folks at home can understand the technical part of the work. There are quite a few matters that are not mentioned in the chapter, but they relate chiefly to the little differences of opinion among the crew, personal remarks and, at times, vehement demands that some one do something, or otherwise, that go to make part of the run. It particularly shows how safe operation depends absolutely upon the perfection of the great railway machine, and the ability of all its parts to work together in operation.



## Turpin Feminized.



ABOUT the end of winter I had to make a trip from the neighborhood of Jim Low's—as the next station south of Salinas Crossing at Soledad is called—to San Luis Obispo, to draw \$1,500 from the bank. I rode into Jim Low's, and leaving my horse there, boarded the south-bound stage for San Luis.

The rivers were running pretty high that spring. However, we got to the Pleito ranch all right, where we changed horses, took dinner, and again started. There was, however, one more river to cross, the Nacimiento, lying between the Pleito and San Miguel. I happened to be the only passenger in the stage that trip, and while the driver and myself were discussing risking the passage a rancher who lived close by the river advised us not to try it, as his own wagon had been nearly carried down the stream that morning. He added that if we liked we could put up at his place all night. As there was every probability that the freshet would go down before morning, we decided to do so.

"We shall have to pay, though," said the driver to me with a wink as he turned his leaders from the bank, "and pretty roundly, too—mind that. Old Williams is a hard one. I've got stalled here once or twice before. It's just nuts for the old man to ketch the stage in a tight place."

Old Williams' parsimony was the talk of the countryside, although rumor had it that he was worth many thousands of dollars in cash besides herds of cattle.

When supper was called we were received by our host's wife, a woman of about forty, who had been doing the cooking. Mrs. Williams' conversation and demeanor, too, were courteous and pleasant, though one could see she was a woman of determined character.

After supper we were shown the sleeping apartment, on the second story. At each side of the room were spread six camp beds, twelve in all, for Old Williams' ranch had been the supper stopping place of the up-stage some years before. I had

not slept long before I was awakened. Some persons were talking on the other side of the partition wall.

"Marthy," said the voice of old man Williams, "I tell you I kaint afford it. You'll ruin me with your extravagances. What with your house bills, an' your dress bills, an' your gallivantin' about and your trips to town, I'm s'prised you should dream of such a thing. Five hundred dollars for a trip to Frisco! Why, you must be crazy!"

"It's you that's crazy, you old hunks," replied the female voice in scornful tones; "its six years since I've been to anywhere as but San Luis. Do you think I'm agoin' to toil and slave to make money for you all my life, an' get no good out of it? I'm goin' to Frisco to spend a month with my sister, an' I'm not agoin' to be laughed at when I get there, you can bet. Five hundred dollars an' not a cent less. Why, I hain't got a rag fit to be seen in—hain't had these six years, an' I don't propose to stand it no longer."

"I see it all, Marthy," rejoined old man Williams. "It's all beca'se I've got to go to the bay that you want to go, too. But mine's bizness, an' you know it. Now, look a-here, Marthy, there's \$400, as you know, nes'ry to meet that little bill of Baxter's for that las' bit o' land. My stagin' back an' forrud, \$25 each way—that's fifty. Two days in town, \$2—kain't do it a cent less 'cept Baxter treats—them cities is orful 'xpensive. Now, there's \$452 got to be paid. An' you want five hundred more for nothin' at all." Here the old man groaned.

"Nothin' or no nothin'," replied Mrs. Williams, decisively, "I'm goin' to hev it. Don't you forget that."

"Well, well, Marthy," said the old man, after a pause in what was evidently meant for a soothing and modifying key, "you was alus a good gal. I'll see what kin be done. Them banks in San Luis is orful close, though. You musn't 'spect too much."

"Don't give me none o' your games," rejoined his better-half sternly; "you tried that once afore, an' if you go for to try

it agin, you'll try it once too often. Mind what I'm a-tellin' ye."

After this the voices ceased, and I managed to fall asleep.

Next morning we found the river had gone down, and after paying our bills—which were certainly pretty steep—we resumed our journey at daybreak with another passenger in the person of old man Williams.

"No foolin' now, Si," shouted his dame, as we drove out of the yard; "five hundred or nuthin'."

"Aye, aye, Marthy," replied her spouse, "I'll be back tomorrer evenin'."

Well, we got into San Luis without further mishap about noon. In order not to delay the passengers who had arrived from Santa Barbara and southern points the night before, it was decided that as we had lost half a day, the same stage would start on its return trip in an hour. As the only business I had to do was to draw money, I was ready. While in the bank getting my coin, old Williams came in and also made out a draft. I was a little curious as to the amount, and noticed that the clerk counted out just \$452.

At one o'clock we left San Luis, taking extra horses to see us over the hill. There were now four passengers, old Williams, a well-known land owner in Santa Barbara, a whisky drummer, and myself. As the weather was cold, we all got inside the coach. By the time we got to San Miguel it was quite dark, and as we approached the Nacimiento river, about an hour afterward, I noticed that old Williams' trepidation, which had been noticeable for some time past, became more apparent than ever. As the horses plashed out of the stream on the farther bank, I remarked that the old man had retired into the farthest corner of the coach, had muffled his head in a traveling rug, and was snoring heavily.

As soon as we reached firm ground the driver whipped up and the stage bowled past the approach to old Williams' house at a lively pace. Not, however, before a female figure, in whom by the coach lantern I recognized Mrs. Williams, had looked into the stage and detected her recreant spouse, muffled as he was in the corner.

"I saw ye, Si," she shouted after us, as we bowled along; "ye can't fool me. I thought ye'd try to play me, you old whelp, but wait a bit—!" the rest of her speech was lost in the distance.

From the Nacimiento Crossing to the Pleito ranch is some ten miles, and here the north-bound stage in these days always stopped to change horses and let the passengers eat supper.

Half an hour afterward we resumed our journey. We began to get livelier under the influence of the good cheer. The colonel from Santa Barbara was particularly entertaining. The drummer's best samples circulated freely, and even old Williams joined in the general exhilaration, when all of a sudden, the coach drew up with a jerk which nearly threw us out of our seats, and the familiar muzzle of a double barreled shotgun was thrust in at the window.

"Never mind throwin' down the box, Jim," shouted a voice which I fancied I had heard before; "that ain't what I'm after. Come, pile out on the road you galoots inside, an' be quick about it. Wake up, old man," continued the voice, ironically, evidently addressing old Williams, who had shrunk back into his corner dead with terror.

We obeyed the injunction with alacrity. People always do under such circumstances. But who shall depict our astonishment when we saw that this daring road agent who had stopped us was a woman, and still more to my surprise, I saw it was neither more nor less than Mrs. Williams.

"Hold up your hands, gents," said our captor, quietly; "tain't you I'm after; it's you, ye good for nothin' nincompoop," she continued, addressing her husband, as she covered him with the shotgun. "Jest shell out that money ye got today at the bank—all—every cent of it."

With trembling hand old Williams drew from his breast an old leather pocket-book, and handed it to his spouse, who opened it and glanced at the contents, still keeping the gun leveled in our direction.

She said slowly, after a careful scrutiny: "I thought so! ye're \$48 short. Hain't ye got no more?"

"Not a cent, Marthy," returned the terror-stricken man, "as God's my witness."

"Well, ye kin borrow it off some of them gents. They know ye're good for it," returned his obdurate spouse.

The whole situation was so ludicrous that we other three passengers and the driver burst into a roar of laughter. I immediately reached for my purse, but the colonel was before me, and with a low bow and benignant smile, tendered his. The woman took from it two twenties, a five and three dollars in silver.

"This," she said solemnly, as she returned the purse, "is a loan to the old man. Never fear, he'll pay, I'll make him. Now, Si," she continued, turning to her husband, "you'll find my hoss tethered over thar. Git on his back an' go to San Luis for more money. I'm goin' to Frisco in this

yer stage, if them gents has no objections. I'll meet you up thar."

We gallantly, simultaneously and unanimously assured her we had none. Two minutes afterward we were bowling along merrily again as if nothing had happened. Mrs. Williams was the lion, or rather the lioness, of that trip. She had, of course, mounted on horseback after the stage passed the ranch, with the intention of overtaking us while we were taking supper at Pleito, which she did, with the above result.

None of us, I think, ever gave the business away, not even the colonel, though he relished the joke hugely. Few people care to confess that they have been stood up by a woman.—*San Francisco Argonaut.*

## A Wife's Trap.

**"I** ASPER," said Mrs. Broadway, "do you tell me everything that happens to you during the day?"

"No," said Broadway, "I don't. There are a lot of things that happen to me that are bad enough while they are happening without having to live the whole experience over again after I get home."

"What, for instance?" asked Mrs. Broadway, in a tone of alarm.

"Oh, I don't know. Broken telephone wires, blockades, delayed appointments, soggy lunches—"

"Oh, I don't mean little annoyances of that kind," she interrupted, hastily. "I mean the really strange, interesting, mysterious things that you get mixed up in. You tell me all of them, don't you?"

"The strange, interesting, mysterious things?" echoed Broadway. "Great Scott, what do you think I am? The hero of a popular novel? Outside the stock market I don't come across many mysteries, but if I ever do strike any I will make a note of them and let you know. Will that satisfy you?"

Mrs. Broadway said that it would. The next day she reported to her neighbor

across the hall the result of the domestic conference of the preceding evening.

"I think," she said, "that I have a model husband. He tells me everything that happens to him."

The neighbor was 50 and cynical. "Indeed!" she said. "How do you know he does?"

"He told me so."

The neighbor smiled. "Dear me," she said. "This is refreshing. And you have been married five years, too! Never mind. I used to feel the same way. I used to ask Warren if he told me everything that happened to him during the day, and he swore that he did. But I doubted it. Finally I set a trap. Just to see if he really would tell me I contrived some really strange, puzzling things should occur from day to day, right under his very nose, and he never said a word about them."

Mrs. Broadway considered. "That is discouraging," she said, uneasily. "I wonder if I had better test Mr. Broadway in the same way."

"I would my dear, if I were you."

"But I don't know what to do," sighed Mrs. Broadway. "I have never been used to intrigue."

"Write him some letters that he won't be able to make head or tail of. Or rather, don't write directly to him, but send the letters to some person that never existed, in his care. Send them frequently. That will set him wondering, and if he means to keep his word he will tell you about them. I will do the writing, if you cannot disguise your own hand."

They wrote that afternoon to Miss Veronica Blitz, care of J. C. Broadway, and sent the letter to his down-town address. The next day Mrs. Broadway's troubles began. While Broadway ate his dinner and read the evening paper, she waited in an agony of suspense for some reference to the mysterious Miss Blitz, but all thought of that fictitious lady was evidently far removed from her guardian's mind.

"Did anything happen to-day, Jasper?" asked Mrs. Broadway, timidly.

"No," said Broadway, "I guess not," and went on reading.

The next morning the neighbor across the hall tried to be sympathetic, but to entirely conceal her delight at the knowledge of Broadway's duplicity required a greater effort than she was capable of.

"I was afraid it would turn out that way," she said. "It usually does. However, we will give him another trial. We will write again."

They did write again, not once, but many times, yet so consummate a villain had Broadway become that throughout the onslaught of letters he coolly ignored the whole Blitz tribe when in the sanctity of his own home, and in answer to Mrs. Broadway's ingenious question solemnly assured her that nothing worth reporting had come under his observation. On the

tenth day after instituting her unique system of espionage, Mrs. Broadway's patience gave out. Immediately after luncheon she went down to her husband's office and staid until the four o'clock mail came in. One by one she took up the letters and read the addresses aloud.

"Miss Veronica Blitz, care J. C. Broadway," she said at last.

Broadway stopped writing. "Great Scott!" he said, "is there another letter for her?"

"Another?" said Mrs. Broadway. "Have there been others?"

"Yes, a dozen of them. I can't imagine the cause of the sudden spurt in Miss Blitz's correspondence. I don't see why she doesn't notify her friends of her correct address. Let me have that letter, please. I suppose I'd better forward it."

Mrs. Broadway's complexion underwent a number of rapid changes.

"Forward it?" she exclaimed. "Why, how do you know where she is? Do you know her?"

"Know her," said Broadway. "Well, I should say I ought to. She was stenographer here for three years."

"And it was such an outlandish name, too," said the neighbor across the hall, when listening to Mrs. Broadway's account of the affair an hour later. "Who would have thought that there was any living person really named Veronica Blitz? No wonder the poor man didn't say anything. It is a wonderful coincidence."

"Yes," assented Mrs. Broadway, "I admit that it is, but I am not thinking of that just now. What I am wondering at is what the real Miss Blitz must think of the idiotic letters that you and I sent to her."—*Saturday Press*.



# THE FIRESIDE

This Department is open to all women friends of the Brotherhood.

## Getting Busy.

A number of our lady friends have commenced work and are securing subscriptions for the JOURNAL. Two of them have taken watches, one a Brotherhood Standard and the other a Ladies' Queen, and there are others at work who will very soon have enough names to their credit to order their awards.

Almost every Journal Agent who receives a subscription reward expresses surprise at the excellence of it. The impression seems to have gained hold that the subscription prizes are not worth having.

The JOURNAL stands good for every offer made. Our prize watches retail for \$50.00, \$35.00 and \$30.00. There is no business that will offer from 100 to 66 per cent commission and that is what our watch offers mean to the Agent.

The goods are exactly the same as are offered for sale by the Webb C. Ball Company, and the JOURNAL stands back of every watch sent out on its order. There is nothing cheap or trashy about these goods. They are A No. 1 and the best to be had.

We realize that our lady friends would be our best Agents if they would take up the JOURNAL work for us. We trust they will and that everywhere there will be one or more to take up this work for the JOURNAL.

For subscription prizes see our advertising pages.

Of course they're after monstrous game, an' call it "sport" to set

All day a-waitin' for a bite that they ain't like to get;

An' they can smoke the best cigars an' sample now an' then

The bait to see if it is fresh, an' then light up again.

That may be fun for sartin folks, but none of it for me,

'Cuz when I go a-fishin', waal, I wanter ketch 'em, see?

I want 'em comin' right along, they can't be none too thick,

An' so I take my axe an' spear an' go out on the Crick.

I cut a hole right through the ice an' take my good ol' spear,

An' jab an' jabber in the mud an' never have no fear

But that I'll get my basket full o' fish afore I leave,

Without no twenty cent cigars, an' nothin' up my sleeve.

You patent tackle fishermen, at home or fur away,

You fellers who to get a "strike" will loaf around all day,

Ef you should ever care to know jest how good fishin' feels,

Jest come with me on Lizzard Crick an' go to spearin' eels!

JOE CONE.

## Fishin', What Is Fishin'?

It makes me laff to hear a lot of tony chaps set down

Here in the Centre grocery store—the only one in town—

An' tell about their fishin' trips down to the Pine Tree State,

Or in the Adirondack woods, where fishin's allus great;

To hear 'em tell of goin' out with patent tackle bright

An' fishin' there from dawn till dark an' not get ary bite!

They'd have a poky sight more fun to drop their rods an' reels,

An' come with me on Lizzard Crick an' go to spearin' eels.

## The Prayers Of The Workmen.

ONE:

O God, who rested on the seventh day,  
Hear Thou the cry of one far spent, oppressed;  
From this blind, ceaseless, maddening toil, I pray  
Thee, give me rest!

ANOTHER:

Thou Christ, who labored such as I to bless,  
'Iae carpenter's worn bench Thou didst not shirk;  
End this long, cruel, starving idleness,  
Oh, give me work!

EDITH BROWNELL, in *Cosmopolitan*.



### Queen Watch O. K.

My Queen Watch was received all right and I think it is a beautiful one.

One of our leading jewelers pronounced it a fine watch and said it was a splendid movement.

I thank you for your prompt attention to the matter and remain

Respectfully yours,

MISS BESSIE PAGE,  
Dayton, Kentucky.

### His Last Run.

A little child, a baby boy of three,  
Strayed from his home one pleasant summer's day

Down to the railroad tracks, that he might see  
The trains that move so swiftly on their way.  
The trains that run by lofty mountain-crest,  
O'er rolling plains, by fertile valleys wide,  
By day and night, nor even pause to rest,  
But thunder on, swaying from side to side.

This tiny laddie often wondered why  
The trains would never stop; he longed to know  
What made this mighty giant almost fly—  
What rang the bell, what made the whistle blow;  
So on this summer day, a daring plan  
Originated in the baby's brain;  
He meant to stand and wave his little hand;  
The engineer would see, and stop the train.

Then he would learn what made this giant speed  
Across the rail—that caused the whistle's scream,  
Might even dare to drive the "iron steed"  
A little way—this was the baby's dream;  
So down the track he sped; his tiny feet  
Once stumbled, and he fell, but rose again,  
Impatiently, and onward ran, to meet,  
In eagerness, the fast-approaching train.

And now he hears the whistle, loud and shrill.  
The engine strikes the curve! The little child,  
All-confident, upon the track stood still,  
Unfrightened, waved his little hand and smiled.  
And ere the engineer could check the speed,  
Could stop this cruel monster of the rail,  
The deed that caused a mother's heart to bleed  
Was done—the life crushed from the body frail.

The engine stopped; the trembling engineer  
Uttered a cry of horror, loud and wild,  
A cry that would have chilled your blood to hear:  
"Oh! God!" he shouted, "I have killed a child!"  
He lifted up the tiny, helpless form;  
He held the little body to his breast;  
He kissed the lips that still were moist and warm,  
And thought of his own baby—sweetest—best.

"I've been an engineer ten years and more,  
And not an accident until today.  
Oh, God! I'd give the world could I restore  
To you the life that I have taken away!"  
They bore the little body up the hill,  
And to the mother who had loved him so.

The tiny fellow, lying pale and still,  
Her fond caresses never more would know.

The train went on, and when at last it swept  
Puffing and steaming into the distant town,  
The engineer, unhesitating, stepped  
Out from the cab and slowly clambered down.  
Into the office then he made his way,  
Nor paused to knock, but opened wide the door;  
"I'm done with railroad life," they heard him say.  
"All in. Give me my time. I run no more."

MISS LYDIA M. DUNHAM,  
Lehigh Tannery, Pa.

### Consistency.

"Afraid of what—  
Of death?" he said,  
"Why, really, man,  
To go to bed  
And sleep is just  
The same as death;  
We breathe, but have  
No knowledge of the breath.  
Now I  
Am not at all afraid to die."

'Twas all he said  
Before he hied him off to bed.  
Disrobed, he peered beneath his couch,  
Poked in the closet with a cane,  
The windows fastened tight about,  
Revolver loaded for the brain  
Of night marauder; lastly sniffed  
About each chandelier of brass,  
Fearfully, lest some carelessness  
Should cause a leaking of the gas.  
Thus, unafraid, he drew his breath,  
And laid him down unfazed by death.  
—R. L. AALHOLM.

### Statement of Claims.

PORT HURON, MICH., Feb. 1, 1907.  
Previously paid .....\$259,140.17  
Paid since last report .....None  
Died Since Last Report.  
Lillie Dunbar, of Lodge No. 75, died December 28th, 1906.  
Mary Cooley, of Lodge No. 235, died December 25th, 1906.  
Hattie Hardell, of Lodge No. 308, died January 1st, 1907.  
Nellie M. Hardy of Lodge No. 130, died January 12th, 1907.  
Mary Rhodes, of Lodge No. 42, died January 23d, 1907.  
Nellie Davin, of Lodge No. 342, died January 25, 1907.  
Anna Bilz, of Lodge No. 76, died January 26, 1907.  
Ella Taylor, of Lodge No. 143, died January 31st, 1907.

AMY A. DOWNING,  
G. S. & T.

# TRAIN RULES AND KINDRED SUBJECTS

Send all inquiries to H. A. Dalby, Naugatuck, Conn.

## Movement Of Trains—Concluded.

**RULE 100.**—When the flagman goes back to protect the rear of the train, the — must, in the case of passenger trains, and the next brakeman in the case of other trains, take his place on the train.

This rule is the same in both the old and new Codes and provides for filling the place vacated by the flagman when duty calls him from the train. Should circumstances require him to stay behind and allow his train to proceed without him it may be necessary for further protection at some point and some one must be prepared to do this. Some one must be responsible at all times for the rear of the train. The blank in the rule is filled in as best suits the requirements of each road and depends somewhat on the number of men on the train. On some roads the baggage master of a passenger train is required to take his place, but if there are two brakemen or a brakeman and a porter on the train, usually the duty falls to one of them. Occasionally it devolves upon the conductor. On freight trains, except in rare cases, there are at least two brakemen so that the next man takes the place of the flagman.

(Old) **RULE 101.**—If a train should part while in motion, trainmen must, if possible, prevent damage to the detached portions. The signals prescribed by Rules 12 (d) and 14 (f) must be given, and the front portion of the train kept in motion until the detached portion is stopped.

The front portion will then go back, to recover the detached portion, running with caution and following a flagman. The detached portion must not be moved or

passed until the front portion comes back.

(New) **RULE 101.**—If a train should part while in motion, trainmen must, if possible, prevent damage to the detached portions. The signals prescribed by Rules 12 (d) and 14 (f) must be given.

The detached portion must not be moved or passed until the front portion comes back.

Notice that part of the old rule is omitted in the new form. Previous to the rule which we now call the "old" form there were two others, each of which was quite lengthy and provided instructions quite in detail for a case of breaking in two. Each revision has omitted certain portions until it appears in its present brief form. The cutting down process is in line with the principle now generally followed by the American Railway Association in the making of rules, that of embodying principles only, allowing each road to fill in the details as it sees fit. The present rule contains only the general provision that the greatest care must be used to prevent damage to equipment, that the prescribed signals must be given by enginemen and trainmen and that the detached portion must not be moved until the return of the front portion.

The rule as adopted in the original Standard Code twenty years ago contained the same instructions we have today and much more. It required the engineman to keep the front portion moving until the detached portion be stopped and authorized the front portion to return regardless of all trains, sending a flagman ahead and running not

more than four miles per hour. On single track trainmen were reminded to take every precaution to protect the head end of the train against opposing trains if necessary. The clause which forms the last sentence of the present rule was printed in heavy type in order to make it very emphatic, a practice which was common in those early rules, but which was dropped as men became more familiar with their workings. It also added the explanatory statement that this applied to trains of every class. Then followed a paragraph stating that the only exception which might be made to the above was when it was known that the detached portion was stopped and the whole occurrence was in plain view, no curves or other obstructions intervening, so that signals could be seen from both portions of the train, in which case they could arrange for re-coupling, using the greatest caution.

While it may not be wise to include all of these provisions in a work like the Standard Code (for it must be remembered that the Code is only a model and is intended only to recommend standard principles) yet it is our opinion that the old original rule contained some very practical instruction and that it served to give a good idea, in a general way, of the precautions to be taken and the method to be pursued in uniting the different portions of a train which has broken in two. It would seem that they would apply, with but slight modification, to almost any road and almost every location. Of course the action to be taken must be governed largely by the location of the track as regards grades, curves, etc., and weather conditions have not a little to do with it. While experience is by far the best teacher it is essential for train and engine men to know the best general plan to follow, using their best judgment as to the details. Such a general plan is well outlined in the old rule, to which reference has been made.

RULES 12 (d) and 14 (f) as mentioned in the rule are for the trainman and engine-man, respectively, to signal to each other that the train has parted. Whoever discovers the break should immediately give the signal and the other should answer, after which both parties should take the most careful action that no damage be done

to the equipment, or if such has taken place that it be not further increased. As soon as the different portions of the train are stopped an examination should be made to see if there be any injury to brakes or draft rigging, if draw bars are pulled out or if there are any conditions which will render further movement dangerous. If the head end has run a considerable distance from the rear and is near a siding where the cars of the front portion can be placed while the engine goes back for the remainder of the train, it is considered by many men a good idea to do this as there is often an advantage in the engine being light while it is returning. But the handling of such cases to the best advantage is the result of experience and we advise our readers to improve each opportunity to learn the best way to act when occasions of this kind arise.

(Old) RULE 102.—When cars are pushed by an engine (except when shifting and making up trains in yards) a flagman must take a conspicuous position on the front of the leading car and signal the engine-man in case of need.

(New) RULE 102.—When cars are pushed by an engine (except when shifting and making up trains in yards) a flagman must take a conspicuous position on the front of the leading car.

The omission of the last few words in the new rules are in line with the other reductions in the wording of the revised code. Of course the trainman is expected to signal the engineman in case it becomes necessary, but his duties are, in a general way, to keep a watch ahead in the same way as does the engineman when the train is made up in the usual way.

RULE 103.—Messages or orders respecting the movement of trains or the condition of track or bridges must be in writing.

This is the same in both forms and has been in the Code since it was first formed. It is not explicit as to just what kind of instructions are meant "respecting the movement of trains," but it is our opinion that it should apply to cases where a flagman is instructed to give certain information to another train in reference to intended movements of his own train, as, for instance, in the case of a work train in connection with

other work trains. Many times two or more such trains are given orders to work on the same limits "protecting against each other." Under this arrangement one train will often start out to make a trip to a certain point with the intention of returning to its starting point and it is desired to hold another work train until its return. Or, the flagman may be instructed to allow certain trains to pass and then hold a certain other one. Many times a number of work trains work all day long by thus arranging their movements with each other and it is our opinion that these instructions should be given in writing by the conductor who leaves a flagman for the purpose of notifying other trains of such arrangement. The same is true in the case of a break-in-two, possibly, where other trains are to be notified regarding the action intended by the delayed train. It should also apply to a case where signals are taken down at an intermediate station and it becomes the duty of the operator or a flagman to hold certain trains in the opposite direction until the train for which signals were displayed has arrived. Such instructions are equal in importance to a train order and we believe they are much less liable to error if given in writing rather than by word of mouth.

But although it should be required that communications of this character be made in writing it should be understood that if verbal instructions are received which require caution or restrict the progress of a train they should be respected and measures taken to avoid any trouble which might arise.

This rule, however, should not be construed to permit any movement of a train on the time of another which can be provided for by train order. Such instructions come distinctly under the head of train movements and when authorized by the dispatcher should be done by means of train order only. The object of the rule is to require matters of an important nature to be in writing rather than mere verbal instructions, no matter from whom they may come. If from the dispatcher it should be by train order; if from a conductor or engineman, by written message.

**RULE 104.**—Switches must be left in proper position after having been used. Conductors are responsible for the position of the switches used by them and their trainmen, except where switchtenders are stationed.

A switch must not be left open for a following train unless in charge of a trainman of such train.

This rule is the same in both old and new versions of the Code. The two principal points are that the conductor is responsible for the position of the switches used by the train and whoever opens a switch is responsible for seeing that it is properly closed. Although each of them may admit of some variation, the ruling principles should always be kept in mind. There are times when the engineman should see that switches are in the proper position inasmuch as the conductor cannot be at both the head end and rear of a train at the same time and his duties are such as to require him at times to leave the train and go to the telegraph or freight agent's office. In case the train is standing on the siding and the switch ahead is used for the engine to go out and take water or coal, or possibly to do some switching, it would seem that the engineman should see that the switch is properly closed after the work is done.

There are a number of additional rules on different roads in regard to the handling of switches and on some there are definite instructions to cover many of the details. If these things are not positively provided for by rule they may well be followed up in practice for they all tend to greater safety and promptness in the handling of trains.

When a train is standing on the main track waiting to meet another it is well to open the switch that the other train may enter without stopping. It not only saves time for the approaching train but for the one which is waiting. The rule that whoever opens a switch must see that it is properly closed applies emphatically in a case of this kind and as a matter of prompt movement of both trains the man on the standing train is the one to close the switch as well as to open it.

Many roads require, and it is a good rule, that a man after opening a switch for a train to pass shall, while waiting for it, stand on the opposite side of the track from the switch stand. This is to make sure that it will not be closed until every wheel has passed over it. The attempt to move a switch too soon has on several occasions been the cause of trouble and even the best of men are sometimes tempted to fall into this error. But if he follows the above suggestion no mistake can occur. Following out the same principle, a man jumping off a train for the purpose of closing a switch after the train passes should do so on the side opposite the switch stand. Some officers teach this positively and insist upon its being observed.

The last sentence of the rule provides for the case of a train following another into the siding and requires the man opening the switch to know that it is in charge of a man on the following train. If the other train follows closely it may reasonably be presumed that the man on the leading train is relieved of the responsibility for the switch when the engine of the following train passes it. The latter train then assumes responsibility for closing it after it shall have used it and cleared the main track, until it does so or until one of its own men comes forward to take care of the switch, the man on the leading train is still in charge.

When a train is pulling out of the siding it is often a great advantage if some one closes the switch so that it may not stop. This is especially true on an ascending grade. Many times this duty has been assumed by the agent or operator, or possibly by a man from some other train. While this practice may be safe when the duty is assumed by a reliable employe, yet we can not escape the plain reading of the rule in its present form and it distinctly states that the conductor is responsible for closing the switch "except where switchtenders are stationed." This would not permit the agent or operator to handle the switch unless it were made a part of his duty and the fact clearly established so that the conductor and engineman may have authoritative information to that effect. If left to a man

from another train he would, presumably, be considered reliable, yet the wording of the rule is such that if he should fail the responsibility would fall on the conductor of the train last using the switch. In an early edition of the Standard Code there was a clause like this: "Whoever opens a switch shall remain at it until it is closed, unless relieved by some other competent employe." This may still be found in some books of rules and if so it gives a little more latitude than the present rule. It would permit the agent or other person to close the switch as above mentioned, if the officers of the road considered him competent within the meaning of the rule.

Another point in this connection, although it is not mentioned in the rule, is important. It should be known that the switch is in *proper position* before leaving it or before giving a signal for the train to pass over it. The rails should be closely watched to see that they move properly and to see that one is up close to the stock rail and the other the proper distance away from it. This is especially important when there is snow on the ground or when other objects may be forced between the rails. It might happen that the lever could be placed in the proper position and yet the movement of the rails be defective. When the switch is closed and locked it is essential to know that the lock is secure and that it may not be pulled open by irresponsible persons. These things are all covered by rules one place or another and they are all good. A careful man will observe them whether explicit instructions are in effect or not.

**RULE 105.**—Both conductors and enginemen are responsible for the safety of their trains and, under conditions not provided for by the rules, must take every precaution for their protection.

There is no change in this rule and its instructions are so well understood as to need but little comment. So far as the movement of the train over the road is concerned, the conductor and engineman are jointly responsible. This applies to the acceptance and execution of train orders, ascertaining if all superior trains have arrived or departed before they leave an initial station, identification of other trains at

meeting or passing points, looking for green signals on superior trains, etc. While each has his own specific duties, the conductor in regard to the make-up and safety of the cars and the engineman in regard to the engine, yet there are many things that cannot be mentioned in rules in which both should feel a responsibility. The line can not be drawn too sharply nor the catalogue of duties be too distinctly divided. The train is *theirs* and they are, in a general way, jointly responsible for its safe and speedy movement from initial point to terminal.

**RULE 106.**—In all cases of doubt or uncertainty the safe course must be taken and no risks run.

This is, in a sense, the most important rule in the book. It supplements all other rules and gives positive instruction for many a situation not covered by any rule. It is one that should never be forgotten and one which never conflicts with any other. It is in every book of rules in some form or other and probably always will be. We trust its principle is inbred in the mind and heart of every railroad man: In case of doubt take the safe side.

This completes the rules for "Movement of Trains." The next lesson will take up that part of the Code which is designated, "Rules For Movement by Train Orders."

1.—What is the rule on your road with regard to filling the place of the flagman when he is required to leave the train? 2.—Why is this necessary? Do you work under Rule 101 as it is in the new Standard Code? 4.—If not, how does your rule differ from it? 5.—If a trainman discovers the train parted, what should he immediately do? 6.—If the engineman discovers it, what should he do? 7.—As soon as both portions of the train are brought to a stop what should the trainmen do? 8.—What kind of instruction is given on your road in regard to Rule 103? 9.—Is it generally understood as indicated here? 10.—Suppose you should receive verbal information about a bad spot in the track or other unsafe place, what would be your duty? 11.—What are the two important principles involved in Rule 104? 12.—Under what circumstances may it be possible for some

one other than the conductor to be responsible for switches? 13.—Do you have Rule 104 just as it is in the Standard Code or is there some variation? 14.—How about an agent or operator closing the switch behind a train leaving a siding? Is it permitted? 15.—Can you give any other helpful ideas about the handling of switches aside from those mentioned?

#### HOW TO OBTAIN THE STANDARD CODE.

In response to numerous inquiries, a copy of the latest revision of the Standard Code may be obtained by addressing Mr. W. F. Allen, Secretary, American Railway Association, 24 Park Place, New York. The price is 50 cents. The volume contains "Train Rules for Single Track," "Train Rules for Double Track," "Train Rules for Three and Four Tracks," "Rules Governing the Movement of Trains with the Current of Traffic on Double Track by Means of Block Signals," "Rules Governing the Movement of Trains Against the Current of Traffic on Double Track by Means of Block Signals," also diagrams of hand, flag and lamp signals and train signals. The book is well worth the price and much valuable information may be obtained from a study of it. In this course of lessons we are quoting each rule, but if one possesses the authorized copy, as above described, it will be found to be a great help.

#### QUESTIONS.

152.—"We have had considerable discussion over the following question: I am on a work train working between A and D. When I left the terminal, on checking up I found that all regular trains due to leave had departed. I have now drawn into a siding to allow No. 20, a first class train, to pass. Along on this train's time comes a freight train, which neither carries signals, whistles, signals nor stops, but proceeds right along. The question is, Is this train No. 20, the first class train, or not, and have I a right to believe it No. 20 and go?" —C. O. L.

**ANSWER.**—A strict interpretation of the rules and usages of single track operation would warrant you in assuming that the train was No. 20. It was the only regular train due in that direction and the train that passed was a regular because it dis-

played no signals to indicate anything to the contrary.

This answer is, we believe, fully warranted by rule and practice, and yet the situation as described by the questioner is peculiar. A freight train filling a first class schedule is very unusual to say the least, and on many roads such a thing is forbidden. Some very natural questions may arise. Could it be possible that in checking the register I overlooked some regular train, the schedule of which is not yet filled? Might not this have been an extra and neither myself nor crew have seen the signals? Is it not possible that it was an extra and they forgot to display their white signals?

We should feel some hesitancy under these circumstances in going out on the main track taking it for granted that No. 20 had passed, (we assume that there is no telegraph office at this station), but should try to obtain some authoritative information as to the identity of the train. If the work train could proceed in the direction of No. 20 to the next telegraph station we believe it would be justified in so doing, keeping a close watch for a possible No. 20 which might be following. If it could not move in this direction we believe it would be the safest plan to remain on the siding or move under the protection of a flag.

Dispatchers and trainmen should take the precaution to advise other trains in case of unusual procedures in train movements, but even if this is understood, it will not relieve other trains from making sure that those superior to them have passed. This and all similar cases calls for the use of Rule 106, Take the safe side.

153.—“No. 219, Engine 3, leaves A with clearance card. It arrives at B and gets order No. 1 as follows: ‘Light Engines 1 and 2 coupled and Engine 3 will run as 1st and 2d 219 B to G.’ 1st 219 takes siding at E for No. 4. 2d 219 makes E for No. 4. Dispatcher sends order No. 2, annulling order No. 1, also a message for light Engines 1 and 2 to couple with 219. Engineers refuse to go, there being no register at E. They claim 219 may have run from E over the rest of the division. Conductor claimed

they needed no orders. Which is right?”  
—J. D.

ANSWER.—If we understand the situation correctly, Engine 3 ran from A to B as No. 219. From B to E Engines 1 and 2 ran as 1st and Engine 3 as 2d 219. Then the order to run as sections was annulled and a message given to all three engines to run as No. 219.

The only criticism we should offer would be that it would have been better to include in the annulling order the instruction to run as No. 219. It is a question whether they would be justified in running as No. 219 without a train order and if the writer were the dispatcher he would not ask them to do so. We believe, on the whole, the engineers were right; they should have had an order to run from E.

Situations of this kind are not provided for in the rules and there are few, if any, instructions concerning them. Our own idea is that if the identity of a train is changed by train order after leaving its initial station, if any further change is desired, whether a return to its original designation or any other change, it should be by train order. In regard to such cases ask your train master or superintendent.

154.—“I am on No. 94 going north, with right over all except first class trains. We get the following 19 order: ‘No. 94, Engine 645, will meet 2d No. 93, Engine 832, at B. No. 94 gets this order at B.’ We get to B and find a clear board and Engine 2019. We stopped and asked the dispatcher for a message in regard to Engine 2019 being on 2d 93, instead of Engine 832. He said we did not need anything but a clear board. Our book of rules says that a 19 order cannot be used to restrict the right of a superior train, but we had a 19, giving a flat meet order with Engine 832. What do you think of it?”—J. W. R.

The questioner says he got the 19 order at B to meet 2d 93 at that station, and also that when he got to B he found a clear board. This is not very plain so we do not exactly understand the situation.

With regard to the use of the 19 order to restrict the rights of his train, we should say that is was a violation of the rules of that road as he quotes them, although of

course that would not affect No. 94 so far as complying with the terms of the order is concerned.

As to 2d 93 having Engine 2019 instead of 832 as called for by the order, the dispatcher was wrong, in our judgment, in refusing to give the information asked for.

155.—“Engine 565 gets orders at Chicago Heights to run ahead of No. 53 until overtaken by No. 55. Nos. 53 and 55 are second class Red Ball freights. Engine 565 is an extra. No. 53 is due first but for some reason No. 55 will be first. When Extra 565 gets to Momence Junction No. 55 is due. Can Extra 565 proceed ahead of No. 55 or will he go in for No. 55 and No. 53? It is considered here he has a right to go, so he proceeds to Coaler where he heads in and takes coal and water, and when ready to go No. 55 has not come yet. No. 55 only runs to Woodland Junction, so he goes to Woodland Junction and finds himself on No. 53's time. Has he a right to go ahead of No. 53 any further? No. 55 has not overtaken him yet and there is no passing track at Woodland Junction. Woodland Junction is only three miles from Coaler. Should he have stayed at Coaler? Again, if he had come to Woodland Junction ahead of No. 55's time could he have proceeded ahead of No. 53, being on her time? This condition is a very common one here and opinion is divided.”—T. R. Y.

ANSWER.—We scarcely know how to answer this question for the reason that evidently the practice on that road differs from that of the Standard Code. The order itself is peculiar and not according to standard forms. An order for an extra to run ahead of No. 53 until overtaken by No. 55 is certainly unusual. It would seem to indicate that the ordinary rules governing an extra ahead of a regular train were not strictly observed. It is therefore hard to tell at a distance just what would be expected of the extra. The questioner says it is considered that the extra has a right,

under the circumstances described, to proceed from Momence Junction, which also gives the appearance of a very liberal construction of the rules.

Considering the question from a purely rutable standpoint, the order gives the extra no authority to run on the time of No. 55, but only to run ahead of No. 53 “until overtaken by No. 55.” From this it would seem that No. 53 is following No. 55 so closely that the dispatcher wants the extra to wait for No. 53 where it is passed by No. 55. Having no time on 55 it should take the siding when it gets on its time, and this, we are told, is at Momence Junction. According to rule it cannot leave there until both trains pass. Our correspondent says, however, that it runs to Woodland Junction and asks if it can go ahead of 53 from there. As there is no siding at that point there seems to be no other alternative than to go to the next siding, although the rules would not permit it. In fact, the rules would not permit it to run ahead of the trains farther than Momence Junction, as has been said.

It is evident, however, that on this road, trains running ahead of others are not held strictly to the rules, so that possibly no objection would be made to the extra running ahead of No. 53 until overtaken.

We do not know the practice on that road, but our own opinion is that it is well to allow considerable latitude in such cases and if the men on each train keep a sharp lookout for each other, the inferior train taking a siding as soon as the other comes in sight, that trains can often be kept moving for a long distance without orders, whereas if orders were necessary and a strict observance of rules insisted upon many delays would take place which might otherwise be avoided. This, however, is only our opinion. It is not in the nature of instruction or advice. Each train must be governed by the rules of its own road and the instructions of its proper officers.





## Playing To The Gallery.

We scoff at the man who is playing  
 To the gallery day after day;  
 We sneer at the glib politician  
 Who starts after office that way.  
 We hear him addressing "the peepul,"  
 And we turn from the scene in disgust,  
 But the gallery whoops and elects him,  
 And in him reposes its trust.

We laugh at the best selling novel,  
 We smile at the tawdry romance,  
 But the gallery gladly accepts them  
 And give to our books not a glance.  
 We merely eke out an existence  
 While he who produces the trash  
 Is placidly living in splendor  
 And calmly securing the cash.

The player has learned that he triumphs  
 If the gallery deigns to applaud,  
 And he knows that he fails if his acting  
 Has not stirred the heart of the god.  
 We madly go chasing the rainbow  
 And babble of art, in our pride,  
 While the ones who are steadily pleasing  
 The galleries push us aside.

—Chicago Record-Herald.

## An Anniversary Poem.

Ten years ago a faithful few  
 Among the wives of trainmen here  
 Resolved to form a sisterhood  
 To scatter words of love and cheer.

We felt the need of active work  
 Along the lines this Lodge stands for—  
 Works of pure Mercy and Relief—  
 Such as the world needs—more and more.

We saw among the Brotherhood  
 The needy and the destitute  
 And then resolved to organize  
 To see if we could do them good.

We were a small but loyal band,  
 With faith and courage strong,  
 And did the best we could those days  
 To help the needy throng.

With hope and courage firm and strong,  
 Our future now we face,  
 Resolved to keep up our good work  
 Where'er need makes a place.

And then when all our work is o'er,  
 Life's checkered journey run,  
 May each one hear from Father's lips  
 The welcome words, "Well done!"

GLADYS C. KENNON.

Tenth Anniversary, L. A. to B. of R. T., No. 110.

## Summer In The Shops.

The blizzard howls about the town  
 With ice and snow along its wake;  
 In furry coat I wander down,  
 Of winter bargains to partake.

Before the dry goods mart I stand  
 With mud fast freezing to my spats,  
 And gaze on an assortment grand,  
 Of filmy laces and straw hats.

My breath is frescoing the pane;  
 And how the wind howls in its glee!  
 Yet as my eager glance I strain  
 I see but gauzy lingerie.

Shirt waists, designed for August heat,  
 And silken hose for balmy air,  
 On every hand my vision greet  
 As I remain half frozen there.

"What garb is this?" amazed I cry,  
 "To don as winter's tempests roll?"  
 And then across the street I hie  
 And buy another ton of coal.

L. S. WATERHOUSE.



There is no free list.

Send all remittances for subscriptions to the Grand Secretary and Treasurer. See Section 30 Constitution, Grand Lodge.

Letters for this department must be written on one side of paper only, written with ink and must be at the office not later than the 12th of the month to insure insertion in the current number.

All changes of address, communications pertaining to the Journal, etc., should be sent to the Editor. Do not send resolutions.

When the Journal does not reach you, immediately give us your name, correct address and the number of your Lodge.

## Quadrennial Conventions.

Now that the first month of the new year is here and past, it might be an opportune time for the rank and file of the membership to try to think clearly and reason wisely and dispassionately as to what should be done at the next convention, this being the proper time to utilize our opportunities along these lines.

As only a small percent of the membership will be able to participate in the convention deliberations, therefore we must use the columns of the JOURNAL to place our views before the members.

The writer thinking that one of the most beneficial acts which the convention should pass, would be to change the convention periods from biennial to quadrennial, thereby keeping the Grand Lodge Officers to the work among the various lodges, saving the membership of the Brotherhood every four years at least \$100,000, as it will cost in the future, including railroad fare and the increasing number of delegates, at least that amount. When it comes to paying railroad fare, for, say 800 delegates, it will add greatly to the cost of the convention. This is a proposition that we did not have to contend with in the past. The latter factor makes it absolutely essential that the future conventions be held in some centrally located place, and not as in the past, flying around like the will-o'-the-wisp.

It is not announcing or making any great discovery when the writer has claimed that the time is past, apparently, to all thinking members that it is even in keeping with common sense to continue to hold conventions as often as in the past. To do so would be a frank admission that we are not progressing.

Our Constitution at the present time represents matured judgment and years of practical experience, as well as the very best thought of the brainiest men the Brotherhood has been able to produce.

Standing face to face with these conditions is it possible that any fair-minded member will be so

unreasonable as to attempt to impede the laws of progress by opposing this change?

The Constitution Grand Lodge, page 12, Section 21, makes provision for the calling of special conventions by 100 lodges. It would be well, providing these changes are made, to have a longer period to exist between conventions, to amend this section by giving the Grand Master and the Board of Grand Trustees power to call a special convention. This would fully safeguard the interests of the Brotherhood.

In case an emergency arose the members of the Grand Lodge could call a special convention.

No doubt some will say that the writer a few years ago advocated triennial conventions and that it was defeated at the New Orleans Convention. That would be true. It virtually goes without saying that time records that measures have been overwhelmingly defeated and later enacted into laws that were extremely beneficial.

At the New Orleans Convention the writer advocated enactment of a law requiring the securing of five names only, to a grievance, before presenting to the lodge, in lieu of a majority. This was easily laughed down, but at a later convention the law was changed and went even further than the original proposed amendment, viz., requiring only the signature of the aggrieved. Who would now turn back the hand of progress and return to the old method?

Another change that should be made, that is regarding the lodge directory in every issue of the JOURNAL. If eliminating it was a popular and beneficial move, I have not come in contact with any who endorsed it.

New officers have been elected and installed. If a member desired to communicate with, or to locate a new officer or a lodge meeting place, where could the information be secured? Surely not in the JOURNAL. While it is true that by publishing the directory only four times a year, it leaves more space for reading matter, nevertheless I feel absolutely confident that the rank and file of the members would be as elated if this change

were made as they were when the Toronto Convention repudiated the new ritual and ordered the old one readopted. And if a member is seeking employment or a lodge officer in a strange town, and is unable to find a JOURNAL with the lodge directory therein, then in the name of common sense, how is he going to do it. The paramount issue at that time is not reading matter, but beneficial information which may assist him in securing a situation, also in some instances to find a place where he can eat and sleep.

The writer fully believes that if these changes are made they will be extremely beneficial, and that having once been adopted, we'll wonder why we were unable to appreciate the benefits before we did.

W. A. WHEELING,  
Lodge No. 64.

(The directory is sent to every one who asks for it. The average requests per month are less than ten. It might occur to the "stranger" on meeting a man with a JOURNAL to get his information from him.)

### Denison, Texas.

I want to express my views on the trouble with the Switchmen's Union at Galveston, Texas. I note the *Switchmen's Journal* has only given one side of the affair, and as I went through both the Wharf and the G. H. & H. troubles, I feel that I know something about them.

On October 23, 1906, the regularly elected Grievance Committee of Lodge No. 451, with Third Vice-Grand Master W. T. Newman and the General Manager of the G. H. & H., made a contract to cover the road and yards of the G. H. & H. At that time we had eighteen B. R. T. men, out of twenty-six in the yard at Galveston. There were five S. U. members, one B. L. F. member and two non-members.

Mr. T. M. Flynn was elected chairman and served on the committee until the Switchmen's Union made a demand for our contract on November 28, 1906, and was refused by the officials of the G. H. & H. When this occurred, Mr. Flynn came to Brother Newman and said that he did not want to be misunderstood, and that he did not go out with the Switchmen's Union on strike, but merely laid off, and that he wanted to go back to work. He was advised by Brother Newman that he could not go back to work. We consider Mr. Flynn one of the worst traitors to the Brotherhood of Railroad Trainmen that we have yet discovered, and we feel he got his just dues.

The Switchmen's Union objected to working under the contract made by the B. R. T., claiming that it was not legal, but if it was not legal, why did they work under it for thirty-three days? I believe the men were led into it by a certain Mr. White, the business agent for the Switchmen's Union, who promised the men if they would leave their jobs, he would see that they were taken care of. This same Mr. White got into a difficulty with one of his Switchmen's Union Brothers, and was cut in the side because he

failed to make good his promise. Mr. White was very forcibly informed that he had lied to the men about taking care of them.

Mr. Hawley came to Galveston and brought with him all of the Switchmen's Union members he could find to assist in driving the B. R. T. men from the yards. The members of the Switchmen's Union took it upon themselves to attack any member of the B. R. T. they could find alone, and then go to the saloons and tell what they had done. The B. R. T. members stood this for a while and then put several of the Switchmen's Union brothers in the hospital, which stopped their fighting. So far as the trial before the Trades Council at Galveston is concerned, the less said about it, the better, because there was nothing to it so far as the B. R. T. was concerned. Mr. Hawley went before the Council and talked for almost two hours. He informed the members of that body that if the railroads did not give up the contracts to the Switchmen's Union, and if the B. R. T. members did not leave the city within forty-eight hours, he would not be responsible for what would happen to them.

Mr. Anderson, who demanded that the railway managers give up the B. R. T. contracts, is a rather irresponsible party, who does not attract much attention in this community. To show how much he knew of the situation, he advised the railway managers that at the last Convention they gave all the railroad yards to the Switchmen's Union; that the Trainmen "train" the cars; the Switchmen "switch" the cars, consequently the Trainmen have no business in the yards.

Mr. Anderson's appeal and demand were not heeded, and when Mr. Keefe of the Longshoremen's Union was advised of the true situation, his organization very promptly advised the Switchmen's Union that they would not engage in a sympathetic strike to help them. As soon as Mr. Hawley found out that he had played the string and could make nothing from it, he left the city. I have it as a fact that Mr. Hawley advised the railway manager that if he would annul the contracts with the B. R. T. his members would be willing to work without a contract.

They have set up a howl about taking the bread out of their families' mouths. Very few of these men had any families, and the few of them that had, robbed them when they foolishly refused to work under a contract made by the B. R. T., which was one of the best in the State of Texas. The Switchmen's Union has not said much about the G. C. & S. F. walk-out. The Union made the same play for the B. R. T. contract that it made on the G. H. & H. The Santa Fe officials refused to grant their request, and they quit work at eleven o'clock in the morning and returned to work at two o'clock in the afternoon, on the advice of Mr. Hawley. When they returned, the Santa Fe officials advised them that they were no longer needed. One member of the Switchmen's Union refused to leave his job and advised the remainder of his brethren that they were acting very foolishly in leaving their employment.

This is the truth of the situation at Galveston.

A great deal has been said concerning it, and the Switchmen's Union has endeavored to create a great deal of outside sympathy because of its representations.

Yours in B. S. & I.,

S. K. SCHWARTZ.

### Buffalo, N. Y.

Do you regard the lodge of any benefit to yourself and family? If so, can you not give one evening or one afternoon at lodge once a month to attend to its interests? Is it right or just that a few should bear the burden of keeping up the lodge when they have no more interest in it than you have? If all the members took no more interest in the lodge than you do, how long would it exist? If in case of sickness there should be none to call or visit you, would you not feel that the lodge had neglected its duty to you? Is it not your duty as a member of this lodge to assist its officers in the work of the lodge? If those attending to the business of the lodge should decide to follow your example, what would become of your interest; and, if forfeited, would you not have just cause to reprehend yourself for neglect?

Brothers, think of these questions. Ponder over them and ask yourselves what can I do as a member to best serve the lodge and its officers? I will tell you; attend the meetings, take part in the work of the lodge. Satisfy yourself on this point and then turn in and lend a helping hand. If you have a friend who is not a member, try and have him join us and aid in increasing the membership. We know full well that remaining away from the lodge room becomes a habit, not that you love the order less, but that you remain away from its meetings. There never will be a better time for you to break the habit than next lodge night. If you are not in possession of the password come to the lodge room early so as to avoid working your way into the lodge. We have done all in our power to have you get interested in the meetings, but so far have failed. It is now for you to decide what the future of the lodge shall be. Is it to continue or not?

Yours in B. S. & I.,

A. VAN HOUTEN,  
No. 187.

### Creston, Iowa.

In our New Year's issue of the JOURNAL, I find that we have again started in to defend ourselves against the Switchmen's Union. The B. of R. T. and the Switchmen's Union have been at daggers' points ever since the Switchmen's Union has been in existence. Had the Switchmen's Union been on the ground first, it would have been well enough for them to have arranged things to suit themselves, but as we were here and had yard contracts, and had a large percent of our members employed in the yard, we can't afford to turn over so large a number, just for the sake of being a "good fellow."

Now that is our side of it. If they had used the proper methods, they might have won over a large percent from our order. It doesn't make much difference to the average railroad man what the name of an order is as long as it is a good one, but isn't there some way by which we can stop this continual fighting? If I am right, we both have about the same objects in view in the main, but how are we going to do it? If we are going to fight, I believe the railroad companies will furnish us with guns and all the ammunition we need, and will use their influence with Congress to pass an act (of charity) by which we can slaughter each other by rules prescribed for war with savages.

It is quite an eye sore, this time-worn and rag-chewn subject that greets us each month as we are reading our JOURNAL. I like to read the JOURNAL from "kiver to kiver," and I always feel bad when I run on to our battle ground where "every one is wounded and no one hurt." We should consider that our order was a good sized boy when Mr. and Mrs. Switcher were making "goo-goos" around the corner of the switch shanty, and it behooves us as one of the older school to let the boy switcher learn by sad experience that he can't do any good for himself or harm to us by always fighting. We should set the example. May be he will get ashamed after a while and try to be decent. We don't hate you, my boy, but you are so persistent and, at times, you are irritating. We will let you have your way in the future. No one will be any the wiser when they get through listening to you. We take the position of a distant relative, who does not like the way her second cousin raises her children. You didn't have the proper care; you are to be pitied. It is your parents' fault, not yours, but remember whenever you fight us or we fight you, we are just wasting so much ink and space, and wherever there is waste, there is generally a gain. Neither of us will be the gainer, but the companies will be if we carry it too far.

J. J. M., Lodge No. 28.

### Clearfield, Pa.

We have a great deal of work to do, and if we would all do our part, instead of having one or two do it all, how much easier the task would be.

The first thing is to all join in getting members to join our order. It will not be hard to convince anyone now what the order has done; they cannot put up the plea that the company gave the raise of its own free will.

Take the Reading R. R. See the advantages the B. R. T. gained there, and to see what it gained in Chicago and other places is enough to prove that the B. R. T. got the raise, and it was by hard work, not by the company saying "yes." This is like a tug of war. Let each member get hold of the B. R. T. end of the rope and see if we don't always come out best.

The next thing is, do you attend meetings regularly? Don't say "yes," for very few would be telling the truth if they did. Miss everything but

meetings, except a call, for you would get five days for that, and we could only give you a black mark for missing meetings.

We have in every lodge members whom I call hot headed who never attend meetings, and yet they know it all, and when you hear them blowing off, it is not to a B. R. T. man, but to those that never intend to join, and in five minutes the train master is reading the minutes of our last meeting and knows everything we are doing. Let me tell these members something. When your time comes to talk, get in the lodge room, or get before me, or some other member, and we will screw your "pop" down so you will not blow off for a while.

I mention no names, so if the cap fits, then wear it, and come to the lodge room with the intention of making me take back what I said, then I will tell you how your talk is getting members for us, and how the Brotherhood appreciates your kindness. I do not want these members to think we hate them. "No," but we hate the work they are doing. Suppose you did not belong to the order, and a B. R. T. man would talk as you did. What would you say about him? I will answer for you. You would say, "He is a black sheep, a turn-coat, a false Brotherhood man," and I would not trust a man like that.

Always speak a good word for the order. Come to lodge, and if you do not know what the lodge is doing, have it explained to you.

Our lodge has been doing some great work in the past year. Our treasury has increased about \$400. Now, to whom will we give this credit? Not to those who don't attend, but to the ones that kept down expenses and watched every cent like a hawk, and one of them was our Financier.

Encourage the new officers in their work, and at the end of 1907 see where our treasury will be. A fat treasury means a fat order. Just call to memory where we stood in 1905, and then you will appreciate our last year's work.

M. L. FARRELL,  
Secretary Lodge No. 561.

### San Francisco, Cal.

I read with interest the opposition that is being made to Senator La Follette's bill, and if you don't know what this bill is, you should. This criticism is not alone from the railroads, but from the railway employees as well. This is somewhat of a surprise to me.

It has been a known fact that a great many serious accidents have been the result of train crews being on the road an excessive length of time. Many accidents of which the public knows very little, if anything, happen every day from this same cause, and it is surprising to note the general opinion on this subject among the railroad employees who are conversant with these facts.

Following this law from its birth, I am more convinced now than ever that the employee is afraid of this bill, if it becomes a law, cutting into his wages. We all know that crews are averaging longer hours than a few years ago. This is due for several causes, the principal one being

the desire of railroad companies to haul the greatest number of tons per mile, or, in other words, the tonnage system of operation. If it takes a crew more than sixteen hours to make a living wage, then our present system of mileage paid is faulty, and the quicker it is changed the better.

Nearly all of the railroad organizations have recently been asking for an eight or ten hour day, and still some of these same men who are paying a legislative representative at Washington to fight for this measure, oppose a bill which will stop them working at sixteen hours. The average railroad man will go out on the road when he is unfit for duty, and stay out. I believe I am right when I say there is not a schedule or contract in existence today that will allow the crew on the road to tie up at the end of sixteen hours. They must ask the dispatcher, and what is the result? I need not answer. Railroad men are skilled workmen, and, as such, are the lowest paid of all skilled labor.

We have obtained a wonderful increase in wages within the last few years, and much credit should be given the organizations, but don't let us knock a thing that is destined for our own good. Let's get busy, and help in the way we can to get this bill passed. Think this over seriously.

ONE OF YOU.

### Mt. Savage, Md.

If I be allowed the space I will express a few thoughts I have about the value of a human life as it is appraised by greedy corporations.

When we consider that the railroads kill more than famine or war, we would ask about the value they place upon a life.

Take for instance the cash value the Wabash put upon a train load of people. A miner going home discovered a mass of earth and rock upon the track. He succeeded in flagging an accommodation train, thereby saving a considerable loss of property and probably of life. The management of the road presented the hero with the enormous sum of seventy-five dollars—according to newspaper reports.

The awful horror of Terra Cotta along the line of the B. & O. R. R. and the subsequent investigation of the Coroner and the Interstate Commerce Commission brought to light the fact that the monthly salary of a block operator was of more value than a train load of people.

Just where they can feel justified in withdrawing the safeguards, after the sun has gone down, I fail to see. The trainmen are held by the company to be the ones to blame; but this is not just, and I for one believe the loose and unsafe operation of the block system is far worse than no block system at all. The men at the head of the transportation department of the B. & O. are the ones to blame, and I base my opinion on this fact: The regular train was late and made numerous stops. The extra was running on fast time gradually closing with the delayed No. 66, and had no stops. The train sheet would show the proximity of two trains to each other. Neither

crew knew of this. The train dispatcher knew what would be likely to happen between Silver Springs and University, the intermediate blocks being dead. He ought to have at least warned the extra to look out for the delayed No. 66. Ordinary horse sense would have suggested this. Why, even on this one-horse coal road of ours a delayed passenger train would be known by every extra on the line.

Now if I am permitted to suggest a remedy, without being called a crank, I would say that if a law were to be passed compelling any corporation that deprives any one of life, directly or indirectly, to pay according to the annual wage of the party for the years yet remaining of the allotted three score and ten; i. e., a man earning \$1,000 per year, being killed at the age of thirty years, his family is deprived of \$1,000 for the remaining forty years, or \$40,000. This would cut down the death rate I am sure. But such legislation would not be possible while Senator "Side of a Hog" and others of his stamp are there to oppose any measure for the benefit of the poor.

No. 22 has about all the men qualified for membership upon the roll. We are gathering them in one by one and expect soon to demonstrate the benefits of our order to all fellow "shacks" and "cons." Our officers are all eager to make 1907 the banner year for No. 22 and wish to see B. of R. T. increase more than ever before. I wish a prosperous year to the JOURNAL.

Fraternally yours,

CHAS. SULLIVAN,  
Secretary No. 22.

## Criticism Of The Sixteen Hour Law.

On page 9 of the *Railroad Gazette* will be found the following:

### PROPOSED 16-HOUR LAW.

F. C. Rice, General Inspector of Train Service, of the Chicago, Burlington & Quincy, has gathered a number of criticisms on the bill before Congress to limit the working hours of trainmen, from some of which we quote the following paragraphs:

G. W. CREIGHTON, PENNSYLVANIA.

"Nothing is more demoralizing than to have a long lay-over away from home, where the men are without home comforts and hence are more likely to misuse the time allowed for rest, and consequently would return for duty less prepared for their work than if they returned immediately to their homes, where proper and comfortable rest could be taken.

"The fact that the men would be taken from their runs at the expiration of the time limit of sixteen hours would in practice also operate against additional safety in railroading, because the men themselves would object to being relieved from duty out along the line at any point where the sixteen-hour limit might find them, for the reason that they could not reach a point where they could take rest any sooner than if they continued on to the completion of their run or trip; besides, if relieved on the road their earnings

would be cut off, and in most instances they would be compelled to continue on to destination on same train from which they had just been taken off. This fact would at once offer a premium for reckless or fast running in order to reach destination within the time limit of sixteen hours and therefore add to the liability of accidents.

J. KRUTTSCHNITT, SOUTHERN PACIFIC.

"The passage of this law will not afford any additional protection or safeguard against railroad accidents, for the reason that it is not now the practice to keep men on duty in excess of sixteen hours, except in cases of accidents, storm or other emergency. Accidents due to this cause have been of rare occurrence.

"If this law is passed, it will be necessary to abandon a number of terminals, in order to shorten the distance between same to from 100 to 120 miles each, many of the present terminals being in excess of these limits. This will force our present employes to sacrifice the savings they have invested in homes, and also compel the railroads to give up valuable facilities and provide new ones; and it will also seriously interfere with commercial interests at such terminals as will be abandoned. Freight terminals must necessarily be located at points where living accommodations can be obtained for employes, and where suitable school facilities can be had, and only at such points where an ample supply of good water is available, and where it is possible to obtain suitable space for yard tracks and other facilities.

"Its enforcement will necessitate delaying trains between terminals until employes have had the required number of hours' rest, or until relief employes can be sent from the nearest terminal. The tying of trains in traffic, perhaps within a short distance of terminal, will prove a great hardship to employes, as the delay will invariably occur at a point where there are no facilities for rest and meals, or necessary force to care for train and engine, and where, perhaps, neither fuel nor water is available."

H. J. HORN, NORTHERN PACIFIC.

"Whatever plan is adopted, the cost of freight transportation will be largely increased; and, at the same time, shippers will suffer loss and inconvenience from delay in making deliveries. In many instances, it will be necessary to tie up trains at points where neither fuel nor water for engines nor food for the men can be obtained. The number of hours that a man is in this class of service depends on the condition of the man. By this, I mean that one man can stand, under certain conditions, twenty-four hours' service; and another man, in another class of service, is only able to stand eight hours. There is nobody except the man in the service who knows whether he is fit for duty or not. Our train records show that train and engine men have had ample opportunity for rest, and yet may have been up all night, from various causes; they may have had sickness at home, or some slight ailment themselves. I have never known of a case where a superintendent tried to push a man out on the road who said he



## Square Deal.

President Roosevelt's special message to Congress telling of his trip to Panama and giving facts and impressions concerning the progress of the work there, reads very much like the report of a wide-awake correspondent of an enterprising newspaper or magazine. The President's message might be termed the report of the nation's special commission to Panama. And he tries to refute the statements of that eminent correspondent, Poultney Bigelow, who in the September issue of the *Cosmopolitan* flays the administration with the conditions as existed November, 1905, which I can assure my readers are the truth, for your correspondent spent six months prior to this latter date on the Isthmus of Panama. No doubt every railroad man knows that the President is an honorary member of the Brotherhood of Locomotive Firemen and no doubt receives the official magazine of that splendid organization. If not, Brother Frank P. Sargent should take him the November issue and turn to page 739 and let him read that appeal, submitted with uncontradictable evidence, which is fact; also to page 692, the same issue, asking *Who is Responsible?* and ask him why that was not embodied in his lengthy message to Congress, showing the action he took. The article I have just called attention to states where two members of the B. L. F. and one member of the B. L. E. lost their lives in a head-end collision near Gorgona on the Panama Railroad. One member of this organization resigned his position in order to accompany the remains home. The authorities claimed the bodies were sent to Ancon to be embalmed.

This wreck happened on Friday, September 21st, and for the information of you members that cannot get a copy of this JOURNAL of November, I shall copy part of the letter:

On Sunday, September 23d Brother Sigafos and another brother belonging to B. L. F. Lodge No. 33 went to Ancon Hospital to see when the remains would be prepared for shipment. They reached there about 1:30 p. m., just in time to see the hearse back up to the door and a gang of niggers drag out a rough pine box tagged Curry. That was the name of one of the deceased brothers. These two brothers tried in every way possible to stop the funeral, but their efforts were of no avail. No one could be found who had authority to cancel the orders which had been given to the gang. The foreman in charge said they were ordered to bury the body at 1:30 p. m. and they were going to do it. Brother Sigafos and the other brother were the only white men witnessing the interment at the grave. They compelled the gang to lift the lid from the box which was supposed to contain the remains of Brother Curry in order that they might identify the body; and, oh, horrors! It was in the same condition as when it was taken from under the wreckage—the face unwashed, the clothes not removed, or the shoes taken off. The lid was hastily replaced and the box lowered in the grave and covered up. A small pine board was placed

on the grave on which was written "23." And the gang hurried back to the hospital to be ready for the next. These two brothers returned to the hospital for information concerning the other two unfortunate members of our organization. They found the body of Brother Walker lying upon a table in a room, and it was certainly a very sickening sight they beheld. The body was shockingly discolored and swollen to twice its normal size.

Of course the officials, from Engineer Stevens down, are ready to rectify the matter. But it appears strange. The guilty party, no doubt, will prove to be some ignorant nigger.

The President has taken off his coat because the Californians believe in segregating the mongolian races in school affairs and has sent orders through Secretary Metcalfe. He will protect the Japs with our army and navy. Never mind the people in San Francisco, Mr. President. Send the navy down to Panama and bring up Col. Gorgas, chief sanitary inspector and head physician of Ancon Hospital, also his flying squadron of subordinates. Place them on trial for the dastardly act on the remains of your brothers—and Americans!

Probably the men on the Isthmus have read our President's message and his recommendation "That badges, suitably inscribed, to be given those who are fortunate enough to live and leave when the canal is completed." That's very consoling. Opinion differs relative to the time it will take to complete this work. Lowest estimate is ten years. What will become of this country with its billions by then? Just fancy a horde of Americans coming home with bravery badges, received by delegations of Japanese and Chinamen, all fever-racked, vitality impaired and their funds limited—if not broke. If they want to bathe they can go to the lake or rivers, Rockefeller or Morgan permitting. If they want to read they can go to one of Andrew Carnegie's libraries. If hungry, they can look at their bravery badges.

Think of the hot air handed out, and then fill up on the same, for our President made no provisions for a home, or pension, and if death relieves them from their earthly troubles, why, the authorities will do the honors.

I shall try another time to reveal a few things I observed during my six months sojourn on the Isthmus, and ask the President a few questions relative to his message on Panama.

Yours, SQUARE DEAL.

## Portland, Maine.

I carefully noted with interest the contents of Brother Bayle's letter of No. 484 in our JOURNAL of the January number, and consider that he has taken a very intelligent, discerning and broad view of the matter considered. In speaking of our legislative committees, he says it has been their chief point of argument to compare the conditions and rates existing in our territory with that of another. This is naturally a very strong argument, and affords great assistance to our committeeman in drawing or forcing concessions, but it weakens



the chances of the other and leads to discrepancy in some cases. In our present method of legislation we look for the strongest argument, and this is one which we consider most solid to present. But it is entrenchment for one and weakness for another. Now, to overcome this unsuitableness, which exists in our present system of legislation, we must form an eastern association of general chairman. I will say that I have considered this system one of the best methods of adjustments that we could devise. I have advocated this method for some time. I hope this subject will be agitated with interest through the columns of our JOURNAL. But I wish to say this much about agitation; it is only considered good to arouse the opinion and conscience of our members. So we must have more than agitation. We want the consequences. We want these matters brought to an issue as soon as possible and convenient when it is certain they are to our interest. The wage rate which is in effect in the west, is proof that this system should be adopted in the east. Brother Bayle does not agree with me that we are too reticent in the east. If we are not, then there is something lacking which I have not detected, for we are certainly not enjoying the privileges in the east that are enjoyed in the west. It is my conviction and desire that this eastern association of general chairman should be adopted as I believe we would get better results. I am much in favor of the initiative and referendum on this proposition, and this should be done without delay. One very important matter which has never received any reasonable amount of consideration is the restriction of unnecessary Sunday labor. Something should be done to subdue this service to some degree. The knowledge of our committeemen teaches them of the limitations of human endurance and that no man can work continually for months and enjoy for any substantial length of time his happiness and health without availing himself of occasional periods of rest. Any laborer who is strenuously engaged requires one day in seven free from labor to spend with his family to recuperate his tired body and to devote such portions of this day as he chooses to religious duties. To deprive a man of an occasional day's rest and force him to labor for months is to make him a slave, to destroy his health, to teach him heathenism and to force him to meet an early and waiting grave. We admit that all Sunday work can not be eliminated, but such service as is considered unnecessary should be prevented. And I offer this suggestion as a restriction for this imposition that double time be paid for any service performed on Sunday and holidays. Now a word for our yardmen, as I wish to be fair and equitable with all our members. I consider this element overworked and under paid. More so overworked. Imagine a man working ten and twelve hours per day running, jumping and climbing cars with the heat in summer sufficient to consume a person, and in winter to contend with the opposite elements. The amount of danger that is attached to this work makes it the most disagreeable, discouraging and disheartening

service to perform on a railroad. It is considered the most dangerous vocation of the present day. Now why are those men not more entitled to the eight-hour day than men employed in office work or other agreeable service?

Fraternally yours,

J. LAFONTAINE, No. 82.

### Philadelphia, Pa.

No. 149 is doing nicely, keeping the goat at work; he has done faithful work in the past, and if we can we will have him do better this year than ever. We have a few who work on the road who are not wearing the B. R. T. emblem, and if it is in our power they will wear it in a short time. It looks as if we will surely win out, for the boys are willing to keep the good work going and will come over on the right side.

Some time ago our worthy Past Master had a small paragraph in the JOURNAL about non-attendance, but since that time we have had no cause to complain, and I am going to say that it looks as if they are trying to break the record for this year, for they are on hand, and plenty of them at that. Keep the good work up; don't stop, and we can fight all our troubles in a great big room, and not on the L or anywhere else, and there will be no complaint to make about this fellow or that fellow or the fellow who has had a good thing for so long.

The past year has been a very profitable one for us. We have lost a few members, but our gain was much greater than the loss. The treasury is in good condition and everything is running along nicely for our new set of officers who have found everything in good condition.

If there are any visiting brothers who chance to land in Philadelphia and stop they will be extended a hearty welcome and an open door.

I trust that all who are members of this grand organization will stand by one another to make this the grandest labor organization in the world, which can be done, if we try.

J. W. WEAVER,  
Journal Agent, No. 149.

### Santa Fe Lodge, No. 285.

In placing this article before the membership we are actuated by the hope that some lodge or individual member can advance a recipe which, being used, will cause the street corner members to attend meetings. At present an attending member has to pursue the elusive tactics of a criminal, dodging through side streets in avoidance of the non-attendants seeking information as to the business transacted at the meeting. At our last meeting eight members were in attendance. Later investigation disclosed the fact that eleven members were in the city, additionally increased by four foreign lodge members that did not attend. We wish to sarcastically extend our sincere appreciation to these absent brothers. We are fully

aware that when the sun fails to shine they will be of the first to want immediate lodge action.

We receive numerous communications from Grand Lodge Officers as well as from men of prominence in our world's affairs, men whose wide acquaintance with various subjects prove educational to those granted the privilege of listening to them. We are daily becoming educated to the point where we do not look upon the employer as an enemy, and what could be of more value? The obsolete weapon (strike) is gradually becoming relegated into that past which holds so many antique relics of a life that is nearly over.

Attend your meetings and grow more broad-minded, learn to understand that you only can call for respect after having proven to the different powers that you have acquired a knowledge of existing conditions and that conservatism is of an actuating influence in your lives.

Above all, allow yourselves to become thoroughly acquainted with the knowledge that "high stool and street corner" oratory draws a crowd, but very rarely produces respect. Your grievances, recited for the benefit of a few, is very like a phonograph, it affords a few minutes of relaxation and is then put aside for the labor which provides the wherewithal for future existence. Attend the meetings of your lodge.

J. A.

### The Home.

The following donations have been received at the Home for the month of January:

#### B. R. T. Lodges.

|          |         |          |         |
|----------|---------|----------|---------|
| 15.....  | \$ 5.00 | 278..... | \$10.00 |
| 18.....  | 12.00   | 300..... | 5.00    |
| 36.....  | 3.00    | 383..... | 3.00    |
| 51.....  | 18.00   | 487..... | 10.00   |
| 82.....  | 2.50    | 461..... | 3.00    |
| 95.....  | 25.00   | 484..... | 25.00   |
| 104..... | 10.00   | 510..... | 6.00    |
| 142..... | 10.00   | 524..... | 5.00    |
| 160..... | 12.00   | 531..... | 2.90    |
| 195..... | 12.00   | 618..... | 10.00   |
| 198..... | 12.00   | 638..... | 12.00   |
| 224..... | 2.00    | 649..... | 5.00    |
| 230..... | 10.00   | 660..... | 15.00   |
| 236..... | 5.00    | 724..... | 5.00    |
| 259..... | 5.00    | 733..... | 8.00    |
| 265..... | 2.00    | 744..... | 12.00   |

Total .....\$281.40

#### L. A. T. Lodge.

138 .....\$2.06

#### Summary:

|  |            |
|--|------------|
| Grand Lodge, B. L. F. & E., by W. S. Carter, G. S. & T. ....                           | \$5,000.00 |
| Interest on deposit in banks .....   | 410.00     |
| Grand Lodge, Ladies Society to the B. L. F. & E., by Mrs. Mary DuBois, G. S. & T. .... | 100.00     |
| O. R. C. Divisions .....   | 110.75     |
| B. R. T. Lodges .....  | 281.40     |
| B. L. E. Divisions .....   | 186.25     |
| B. L. F. & E. Lodges .....   | 185.50     |

|  |       |
|--|-------|
| G. I. A. Divisions .....   | 51.65 |
| L. A. C. Divisions .....   | 13.00 |
| L. A. T. Lodge .....   | 2.06  |
| James Costello, No. 270, O. R. C. ....   | 1.00  |
| No. 4309 Vincennes avenue .....  | 5.00  |
| Station No. 14, by Frank Hull .....  | 8.05  |
| Joint ball given by No. 117 O. R. C. and No. 101 L. A. C. ....                                       | 30.00 |
| Mr. E. H. DeGroot, Brazil, Ind. ....   | 5.00  |
| Gideon Hawley, No. 3, B. L. E. ....  | 2.00  |
| Donated by a joint meeting of the four Orders, Logansport, Ind. ....                                 | 6.18  |
| E. B. Hanna, No. 121, B. L. E. ....  | 5.00  |
| Members of No. 47, B. L. F. & E., through the efforts of Brothers D. Mulvihill and J. McDonald ..... | 17.00 |
| Members of No. 409, O. R. C. ....  | 4.50  |
| Alfred S. Lunt, No. 456, B. R. T. ....   | 1.00  |

Total .....\$6,325.25

#### Miscellaneous.

One Quilt, from No. 227, L. A. C.  
 One Quilt, from No. 339, L. A. T.  
 One Quilt from Brotherhood children of Traverse City, Mich.  
 Two Quilts, from Brother A. S. Herbert and wife of Division No. 373, B. L. E.  
 Respectfully submitted,

JOHN O'KEEFE,  
 Sec. & Treas.

### Indiana Full Crew Bill.

The following bill has been passed by the Indiana Legislature, signed by the Governor, and is now a law.

#### ENGROSSED HOUSE BILL NO. 71.

A Bill for an Act entitled an act concerning railroads and to better protect the lives of railway employes and the traveling public, and providing penalties for the violation thereof.

Section 1. Be it enacted by the General Assembly of the State of Indiana, That it shall be unlawful for any railroad company doing business in the State of Indiana that operates more than four (4) freight trains in every twenty-four hours to operate over its road or any part thereof, or suffer or permit to be run over its road outside of the yard limits any freight train consisting of more than fifty (50) freight or other cars, exclusive of caboose and engine, with less than a full train crew, consisting of six persons, to-wit: One conductor, one engineer, one fireman, two brakemen and one flagman (such flagman to have had at least one year's experience in train service), and it shall be unlawful for any such railroad company that operates more than four (4) freight trains in every twenty-four hours to run over its road, or any part thereof, outside of the yard limits, any freight train, consisting of less than fifty (50) freight cars or other cars, exclusive of caboose and engine, with less than a full crew for such a train, consisting of five (5) persons, to-wit: One conductor, one engineer, one fireman, one brakeman and one flagman: Provided, however

that a light engine without cars shall have the following crew, to-wit: One conductor, one flagman, one engineer and one fireman.

Sec. 2. That it shall be unlawful for any railroad company doing business in the State of Indiana to run over its road or any part of its road, outside of yard limits, any passenger, mail or express train, consisting of five (5) or more cars, with less than a full passenger crew, consisting of one engineer, one fireman, one conductor, one brakeman and one flagman (said brakeman or flagman shall not be required to perform the duties of baggage masters or express messengers).

Sec. 3. That any railroad company doing business in the State of Indiana, who shall send out on its road, or cause to be sent out on its road, any train which is not manned in accordance with sections 1 and 2 of this act, shall be guilty of a misdemeanor, and upon conviction shall be fined not less than one hundred dollars (\$100) nor more than five hundred dollars (\$500) for each offense, and such company shall be liable for any damages caused by the violation of any of the provisions of this act.

Sec. 4. It shall be the duty of the board of railroad commissioners to have this law enforced.  
WICKWIRE, Chairman.

### A Chance To Make An Easy Extra.

There isn't a reader but who would be perfectly willing to make a little easy money. We offer the chance for every member to make a fair week's wages by getting subscriptions for the JOURNAL. Our prize offers are of the best. Our watches are among the best on the market and sell for \$50.00, \$35.00 and \$30.00 and our commissions offered through them run from 100 to 66 per cent, which is about as high as can well be paid for any kind of agency work.

We do not want our brothers to ask their friends to subscribe for this JOURNAL by putting up a plea for charity. There is no charity about it. We contract to give a dollar's worth of goods for the dollar paid for subscription. We want every business and professional man to know something of this organization and we believe that if they will read the JOURNAL they can gain the information desired as well as much other useful economic education that will not hurt them any.

We know that it is natural for the business man to set his face against giving up to a trade publication because he thinks he is not interested in the book. He will say so off hand and turn down the solicitor with this excuse.

You advise Mr. Businessman that the TRAINMEN'S JOURNAL is a business proposition with you, and him, just as he will tell you that what he wants to sell you is. He would not think of denying a hearing to a solicitor for other business, not by a long shot. If he does not want the JOURNAL, we do not want him to have it, but if he can be persuaded to take it as he takes other publications we want him to have it and we hope

our brothers will not let him get away without the asking.

We have a good, fair proposition, there is none better and when we offer to announce that the businessman is a subscriber and thus let our readers know he is a patron of ours we are doing more than any other publication will do for him.

Make a business of this subscription work. Every person who reads can find something, somewhere, in the JOURNAL that will interest him if he looks for it.

Send for subscription blanks and receipt book, look over the list of prizes in the advertising pages and then get to work, make a little easy over time, and put the JOURNAL where it will do the most good for your Brotherhood.

### Belt Line Lodge, No. 589.

I note the several suggestions for consideration in our last two JOURNALS. I think the most important change to be made in our present laws is the mode of collecting General Grievance Committee assessments. I think the suggestion made by the brother from East St. Louis would not meet with the approval of the members in general. No one cares to pay out money where he does not derive a benefit therefrom. The Terminal employes, or any other employes, would not want to pay the Missouri Pacific committee as they would derive no direct benefit from their services. I suggest that each system have a standing Grievance Committee fund of \$100.00 for each lodge represented on the system. This fund to be created and maintained by levying an equal assessment on each member on the system monthly, until the required amount is collected, then the assessments be discontinued until a meeting of the general committee is called. The G. S. & T. will then notify each Financier of that system to collect the amount due from each member monthly, until the fund is reimbursed for the expenses of the meeting of the general grievance committee. This fund shall be used for the payment of local chairmen only where a salaried chairman is employed. This plan will avoid the large payments that have to be paid in one month at present. It will also avoid the delay of committeemen getting their money, as at present it takes from thirty to sixty days to get their money.

I think our present insurance plan is on a practical basis, and I hope it will not be tampered with at the coming convention. I note our brother from Lodge No. 373 makes the suggestion that our organization pay one-half the amount of the policy to members who have been in the organization for twenty years. I think this would not be a paying proposition, as a member holding a Class C certificate would pay into the beneficiary fund in that length of time \$480. One-half the amount of his policy would be \$675, which would exceed the amount he had paid in by \$195. I think it is unnecessary to pay any of the old timers that amount to get them to remain in the Brotherhood. The Brotherhood has paid each individual almost

that amount annually by increase in salary in the past three years. I would suggest that the limitation in the length of time in service prior to admission be changed from one year to six months. This long required period of service has lost the Brotherhood a great many members. Many a man has lost his first position before one year has passed, and in a great many cases he has lost his second one. The first year is the hardest one for every one.

If a man is going to follow the business I think he is entitled to become a member after six months' service. It not only gives him protection, but makes our organization that much stronger. And in many cases it would prevent a great many young men from becoming "Boomers."

If some brother can suggest a plan to get our members to attend meetings more regular I would like to hear from him through the columns of our JOURNAL.

No. 589 is taking in new members every month, and we hope to see our great organization reach the 100,000 mark by January 1st, 1908. Traveling brothers will find all the work they want in Omaha. But don't look for transportation, for that is a thing of the past. I remain, yours fraternally,

T. E. POSTLEWAIT,  
Financier 589.

### Train Rules.

In reading the February JOURNAL I noticed in Train Rules that you asked for information in regard to the adoption of the Standard Code of Rules on different roads. The Philadelphia & Reading has adopted them and has added a little more to them. For instance, Rule No. 99. They have besides what was published in the JOURNAL, "On double track when a train crosses to, or obstructs the other track, unless otherwise provided, it must first be protected as prescribed by Rule 99, in both directions on that track." They include that in Rule No. 99, and I think it is a very good clause, as the train dispatcher might use that track, to run a train that the crew knew nothing about against the current of traffic.

Yours truly,  
FRANK M. KRAATZ, No. 511.

### Norfolk, Neb.

Do you stop to realize where you stand? Do you know that some of our "old heads" are getting disgusted and that forbearance has ceased to be a virtue. Now, one and all, drop the pasteboard and get busy across the street. Make a spoke in the wheel, so that instead of an attendance of twenty, we will have forty. And the next day we won't have to ask, "Where were you yesterday?" "Oh, I forgot all about it's being meeting day," or "I was in a little too much and wanted to get even." It is not my intention to plug any green melons; if I do it will be a citron by mistake. If the old men are out on meeting night one is safe in saying, "There will be no

meeting," and if there are any applications to act on, and some men have been examined three or four times there will be no meeting to act on the applications.

Do you ever think of the obligation you have taken? Let us all get together and make 1907 a record breaker; we have the timber; all it takes is for each to get his axe and get to work.

Don't drive your old standbys away. You have a few good old "heads" that will stay with the B. of R. T.

Come to the lodge room to thresh out your troubles, and when you have a grievance don't be afraid to write it up. Come up with the papers, so your committee has something to work on. You young members, especially, get busy while you have the old heads to keep you on the right track.

Yours fraternally,  
MEMBER, Lodge No. 101.

### The Fusee On The Pilot.

I read in the February JOURNAL of the action of a brakeman who was working ahead on a train that had a collision with another. He stated that before they hit, he went out on the pilot with a fusee, to stop the approaching train and he further said that the engineer and conductor had overlooked their orders and run against a first-class train.

In my opinion, this man did not understand his business as a brakeman. If he was working on a first-class road, he more than likely was working under Standard rules and, if so, was required to read all train orders. This he could not have done. If he did, he overlooked his hand when he knew they had a meet order with a train, or even overlooked their time card rights.

In any event, it was his duty to call the engineer's attention to the matter. If they had two miles in which to stop, it was not necessary for him to go out on the pilot with a fusee to attempt to stop the approaching train, because the headlight would do more on a straight track than a fusee.

I have been at the business for eighteen years; nine years on a mountain road, and run a train seven years on the same line, and I always found it my duty not only so far as the rules go, but in defense of my own life, to read all train orders. When he asked the superintendent if he had done right, and that official made no answer, it was about what he could expect. In my opinion, the only answer that could have been given him would have been his time check.

Yours,  
Sr. L. I. M. & S.

### Another Opinion On The Fusee.

Referring to the letter in the February JOURNAL of the brakeman who used a fusee on the pilot of his engine, in an effort to stop a first-class train from running into his own train, I had a similar experience myself on the Vincennes Di-

vision of the Vandalia Railroad about two years ago.

I was head man on local freight. Our engine was not working well, and we were on very close time to a fast passenger train, so close in fact that our time was up when we lacked two hundred yards of being on the siding, which was around a curve. I did as the brakeman in the February JOURNAL did, that is, got on the pilot with a fusee, and as my engine rounded the curve, the passenger train was not more than a half mile away. The engineer of the fast train applied the emergency brakes, and brought his train to a stop, not more than two car lengths from us.

I was praised by both crews for what I had done, and the engineer of the passenger train said that the fusee saved a collision, because he might have mistaken the headlight for a fire burning alongside the track. A fire of this kind is often seen at a distance, and can hardly be distinguished from a headlight. The fusee left no doubt in his mind, and a wreck was thus prevented.

I think the writer in the February JOURNAL did right, and I cannot understand why the wreck should have occurred. A red lantern is not as good as a fusee, because its reflection is not as strong, and a red light on the pilot is almost obscured by the headlight.

Yours in B., S. and L.,  
C. E. CHRISTIE,  
Lodge No. 61.

## The Present Situation Of Employers' Liability.

George W. Alger, New York Child Labor Committee.—*Charities and The Commons.*

The President's message has aroused considerable new interest in the question of redressing industrial accidents by law. The present situation as to recompense for the injuries in such accidents is far from satisfactory. We are behind practically every industrial country in the world on the whole subject. A great many accidents happen and in a very small percentage of the law cases subsequently brought, is a substantial sum actually obtained through the courts by the workmen. We lack statistics badly on the causes of industrial accidents. Assuming, however, that substantially the same causes for such casualties exist here as in Germany where statistics are carefully kept, it would appear that American law offers a possibility of redress in not over twenty-five per cent of the cases. Apparently seventy-five per cent go unredressed or are settled at very low figures. Manufacturing establishments generally carry employers' liability policies, which insure them against having to make compensation to their injured employees. In other words, an insurance company agrees for a certain sum to stand between the employer and his own workmen, and either to fight the workman's claim for redress in the courts or to pay him something to get rid of him. The insurance company, of course, never has any interest

whatever in the workman as such; never takes into consideration his faithfulness to his employers, or permits itself to be influenced by any of those humane considerations, which from a fair employer's standpoint might require as a matter of common decency a substantial payment to the injured workman. To the representatives of the casualty company the whole matter is simply one of dollars and cents, and they simply look out for their own interests and pay the workman as little as possible.

Liability insurance generally introduces a new element of barbarism in the relation between the employer and the injured employee, because it practically shifts the burden of moral as well as legal responsibility from the employer to a company, which is a stranger in all essential respects to the employer's business. It tends to make the employer less careful and considerate before the accident and less humane afterwards in the treatment of the injured workman. For the employer wishes to realize on his insurance in the case of an industrial accident as he would in the case of a fire loss, and he can scarcely expect to realize on the insurance he has paid for if he pays the employee too.

Even when the workman sues in the courts and is awarded a verdict by a jury, in a large percentage of the cases in which appeals are taken his case is reversed. I am inclined to think that the percentage of reversals of appeals in master and servant cases is larger than perhaps in any other branch of litigation. Some years ago I examined the New York Court of Appeals reports (vols. 126-156) to see what disposition is made of such accident cases by that court. There were written opinions in thirty-seven such cases. Of these (1) in three cases the juries in the lower court had found for defendant, and plaintiff was the appellant; (2) in four cases the court below had dismissed plaintiff's case as insufficient, without requiring defendant to introduce any testimony; (3) in twenty-eight cases the juries below had found for plaintiff with substantial damages. The court of appeals in class (1) affirmed all of the cases where plaintiff was defeated below. In class (2) it reversed the four cases where plaintiff had been summarily nonsuited and sent the cases back to trial courts to hear defendant's testimony—a partial victory at most for plaintiff. In class (3) where plaintiff had actually received a verdict, of the thirty cases *twenty-eight* were reversed.

There has been little disposition in New York on the part of the courts to construe liberally the provisions of the employers' liability act, which aims to extend the liability of employers for the acts of their own superintendents, or that clause in the act limiting somewhat the effect of the defense of assumed risk, the defense that the employee understood the danger to which his employer's negligence had exposed him and had, by continuing to work, agreed to take the chance of being injured without making claim upon his employer for redress. This latter defense of assumed risk has in New York practically destroyed the entire value of the provisions of the labor law re-

quiring safeguards for the workman's benefit on machinery in factories, in forbidding the cleaning of machinery while in motion, and similar regulations. The New York courts have construed these provisions of the labor law in such a fashion that if the employe keeps at work knowing that the labor law is being violated by his employer, he impliedly consents to the violation and agrees to have no claim if he is hurt thereby. This is the general American rule with few exceptions. It is however, precisely the opposite of the English rule, under which the English courts give force to protective legislation of this kind. The rules of American law are uniformly based still upon a theory of punishing the employer as a wrong doer for personal or imputed carelessness where the carelessness can be shown, instead of making industry pay for its own bloodshed. With us, Asquith's apothegm, "the blood of the workman should be part of the cost of the product," is still beyond our comprehension as a rule of justice.

Under the present law even where the workman actually obtains money for his injuries, the final consequences are often discouraging. If the sum is large, which is sometimes the case, it is usually the first large sum he ever received in his life, and he very rarely makes good use of the money when he gets it. He has had no experience in making investments; his friends know that he has money, and instead of it being put away to eke out his reduced industrial efficiency, it is generally used up in a comparatively short time or wasted. It is undoubtedly true that if there could be some just way devised by which these injured employes could receive annuities or pensions instead of these big but very rare lump sums, it would be better for the workman and easier for his employer. This matter, however, does not come within the scope of this article and will therefore not be considered.

Along old lines of legislation there has been some progress within the last ten years in the United States. The progress has been very slow, as the legislatures always listen more attentively to the large business interests which threaten to move out of the state if their liability is increased, than to the claims to justice made by the working people. Commercial competition between states has done a great deal to retard labor legislation and particularly liability legislation; such legislation as has been enacted has been confined for the most part to modifying (or in a few cases to abolishing) the so-called "fellow servant" rule which at common law releases the employer from liability where the accident occurs by the negligence of a co-employe. A few states have modified slightly the common law doctrine of "assumed risk" previously referred to. The federal employers' liability act covering interstate railroads should be a very great benefit to nearly one million railroad employes if its constitutionality were sustained in the higher federal courts. It is now under a temporary eclipse as to its constitutionality, though the decisions which held it unconstitutional are of very doubtful validity.

In New York the courts themselves without the aid of legislation have laid down a rule within the

last few years which should be brought to the attention of employers of children, since a thorough understanding by them of the possible legal consequences in case a child gets hurt, should result in a general jail delivery of little children from factories. The court of appeals has held in *Marino vs. Lehmaier* (173 N. Y., 580), that section seventy of the labor law, which prohibits the employment of a child under fourteen years of age in any factory in this state in effect declares "that a child under the age specified presumably does not possess the judgment, discretion, care and caution necessary for the engagement in such a dangerous avocation, and is therefore not, as a matter of law, chargeable with contributory negligence or with having assumed the risk of the employment."

What this actually amounts to is that in all cases of illegal employment of children the claim of the injured child *must* go to the jury as a question of fact. Ninety-nine juries out of a hundred in such cases of small children illegally employed may be counted on to bring in a substantial verdict for the plaintiff. The employment of little children is therefore likely to be a dangerous luxury for unscrupulous employers in consequence, and the decision ought to have a far-reaching effect upon the employment of these children. For this reason a general circulation of it among manufacturing establishments would be a very good thing.

## A Home.

I desire to present a subject of interest to every member of our order, very close to my own heart, and one that is much discussed in this part of the country. I refer to the establishment of a National Home for crippled and disabled brothers. If there is any class of men in this country who need such a Home, surely it is the members of the Brotherhood of Railway Trainmen. Almost daily we meet with members of our order to whom such a Home would be a veritable godsend, and who would gladly take advantage of it. Moreover, not one of us, however hale and hearty we may be today, can say how long it may be before sudden calamity may put us in need of such care. But even though we may never need it for ourselves, we have enough fraternal feeling to earnestly desire to provide for those brave brothers who have met disaster in the discharge of duty.

Our order is of such a size that the raising of funds necessary to build (or buy) such a Home, and to equip and maintain it would not be difficult. A monthly tax of five cents per member would solve the problem. Who of us would grudge double the sum to such an object?

Connected with the Home for disabled brothers, I would like to see a school for the education of the orphans of deceased brothers. We owe it to our fallen comrades and to our own manhood to see that these children receive such an education as shall equip them to play well their part in life. Nay, we owe it to our country. Is not a good education our very first thought for our own little ones? And would it not be our last thought if

we were taken away, "what will become of the children?" Should we not therefore, as an order, take united thought for these innocent little orphans?

These two questions seem to me of paramount importance and I believe every lodge in our great order would hail the opportunity to contribute to the founding of this Home and Orphan's Academy, and every brother go down in his pocket to pay the tax needful for the establishment and maintenance of these two institutions. Our own lodge will support such measures to a man, and consider it a privilege as well as a duty to do so.

Yours fraternally,

JAS. J. FRAISURE,  
Lodge No. 597.

## Two Causes For Railway Accidents.

The press is loaded with accounts, portraying accidents almost innumerable in the train service of the country. These accidents are following one another with a rapidity that is startling, and the loss of life and limb to passengers and train men is really appalling.

The public, that is, the "passengers," has at last become aroused to the fact that something is radically neglected in the general operation of railroads in the United States. The multiplied duplication of accidents is especially noticeable. The awful harvest of deaths and injured flowing from these accidents is fast leading reflective men and women to avoid using the railways, when a trip is not absolutely necessary over them. Instead of such trips being regarded as comparatively safe undertakings, as they should and ought to be, the impression is fast gaining that they are extra-hazardous.

The extra-hazardous impression the public is getting will surely lead to the enactment of drastic legislation that will, to a great extent, remedy and abolish much of the dire consequences the railway employe and the public now suffer.

There is no doubt but railway accidents, and the fatalities resulting from them, are increasing much faster than railway mileage and population, which appears like rather conclusive evidence that the operation of the railroads is more reckless, and that equipment and road bed receive less care than they did prior to a few years ago.

The "public" are a part of Congress and state legislatures. The "public" embraces the judiciary, and the executive department of state and federal government. With all three of the co-ordinate branches of state and federal government in the possession of the "public," the remedy, if it is one of legislative nature, and most people will admit it is, will be very soon sought and enacted, and, enforced.

The fault is not one the railroad man can avoid as things and practices exist at the present time. The employe will gladly welcome legal compulsion. He will tell you that two men on a freight train are insufficient and will convince any disinterested portion of the "public" of the fact.

Most of these accidents arise from insufficient

flagging, and too poorly maintained road bed. If the flagging is to be adequately performed, a flagman must be provided for every train, whose *exclusive* duty, while train occupies the *main track*, shall be to flag, and, trains are on the *main track* nearly all the time.

Every freight train must have the exclusive time and attention of two experienced brakemen devoted to the switching, packing of hot boxes and various other requirements while at stations. If denied the above mentioned attention, from at least *two* experienced men, delay and overtime is the logical result, and the crew is bombarded with messages from the train dispatcher asking *why*, in imperative language, they fail to make time.

As a rule, a conductor will not leave a terminal with two green brakemen, though he is frequently ordered to do so. The average conductor will take a freight train out with *one* green brakeman, and one experienced brakeman. The latter he orders to brake on the rear end of the train. If the experienced man flags at all times when the train is at stations doing work, that means that the conductor and the green man are compelled to do all of the loading, unloading and switching. On the contrary, it means the conductor is doing all of the work, because the green brakeman occupies about the same position in the performance as the fifth wheel would to a wagon. In brief, the green man is usually useless on a train.

From the above the reader can see how great is the temptation to the "experienced" man to let the flagging take care of itself, while he and the conductor jump into the loading, unloading and switching problem at each station in a desperate effort to get out of town and over the road, and, also, to escape the "wire" missiles fired at them by the train dispatcher.

All this works very well until some poor over-worked devil forgets, in his frantic switching or other station movements, to flag the following train that he hears whistling just around the curve, or in the fog or storm, just behind his train, *when* the crash is unavoidable. The following train may be only a freight train. If such is the case, the enginemen and the head brakemen may see their danger in time to jump, or their names may appear in the press next day among the killed or injured. If the following train is a passenger train, carrying one to eight or ten mail clerks, a couple of messengers and a baggageman, and perhaps hundreds of passengers, the death and injured list is, except the miraculous intervenes, bound to mount up from a few to a score or more, and this must continue until such time as the stern hand of the law interposes its enactment, that every train shall be provided with a man whose whole duty shall be confined to flagging the train, for the exclusive purpose of protecting life and property. This flagman must be the most experienced man, except the conductor, on the train. A novice cannot, and ought not to be trusted to flag *any* train.

A flagman should be compelled to pass a competent examination, fully showing he is qualified by two years of experience, and possessed of average intelligence. To accept less of a qualification would border on the criminal.

The increased speed required of all passenger trains within the last few years is not justifiable, as the average road bed, especially in winter, receives much less attention and labor applied to it than it did ten years ago.

The writer can look back only a few years, not more than ten, and bring to mind the fact that a job on the section meant a job the year around, if the man desired to remain. In the strenuous period of the present the section is cut down from four men and upward to the foreman and one man, and frequently to only the foreman, as soon as the frost is "on the pumpkin," and so remains until the frost exudes therefrom. When the track begins to heave on account of frost, even the best of it is nerve destroying to the trainmen, and productive of spreading rails and of broken rails, and broken rails often transfer trains from the rails to the ditch, furnishing their quota of innocent victims. If this high speed is maintained, the mud road bed of the average railway of the present will have to have more gravel mixed into it in the spring and summer months, and will have to have more section men to shim it up in the winter. Otherwise, accidents arising from neglected road bed will contribute no small proportion of avoidable accidents.

In concluding, the situation clearly shows that the avoidable accidents following each other so rapidly in the recent past are, in the majority of cases, due to the need of exclusive flagmen, and poorly equipped and maintained road bed.

Let the public enact legal provision compelling the transportation companies to place a flagman on every train, whose whole duty shall be to flag, and only flag, and let them exercise their police supervision over the efficiency of the road bed, quality and condition of the ties and rails, and fifty per cent of the double-headed headlines relative to railway accidents will disappear, and so remain, as long as ordinary legal supervision continues a factor in railway operation.

But all of this extra expense will be very depressing on the payment of dividends, also, on wages, provided, the employees fail to maintain their organizations. It will come, however, because any ordinary investigation cannot fail to disclose the two defects noted, and also, because it is clearly within the province of the law to protect the public (the "public" includes the employee) and, protection involves the removal of causes.

The main remedy, then, for decreasing accidents most fatal to human life on railroads is to compel the use of exclusive flagmen, and a better maintained track and road bed. Fraternally,

D. C. BOND.

### Oswego, N. Y.

I see by the JOURNAL that there are various opinions and many reforms proposed for the consideration of the delegates at the Atlanta Convention. I have a few suggestions that I would like to offer for their consideration. I am opposed to the present method of holding conventions every two years. For I think it is very foolish to pay out

\$80,000 every two years, and if I am not mistaken it will cost over \$80,000 this year to hold our Convention, for the reason that our membership is some ten or twelve thousand larger than when we were at Buffalo, and if it cost \$80,000 at Buffalo for our Convention with 75,000 members, a little over one dollar per member, what assurance have we that it will not cost us \$90,000 this year? And if our membership continues to increase, which we have every reason to believe it will, by the time we hold our next convention it will cost us over \$100,000 every two years under our present plan.

It seems to me that we could save this \$80,000 every two years and about \$85,000 or \$40,000 on every four year conventions, thereby saving from \$100,000 to \$140,000 every four years, quite a neat sum to be sure.

We have at present a board known as the Beneficiary Board, whose duties are to pass upon all rejected claims without full authority—that is, their decision is not final. After they reject a claim it is then turned over to the Convention for final consideration; and all, or nearly all, that have been rejected by the Beneficiary Board, are also rejected by the Convention. For example, if I may be permitted to state, that at the Buffalo Convention there were about 180 rejected claims—that is that were rejected by the Beneficiary Board and in considering them at the Convention I do not think that there were more than four decisions against the Board—that is out of 180 claims. The Board's decision was upheld with but four or five exceptions, and several referred back for further consideration. In considering these 180 claims it took up over four days of the convention's time; or, in other words, it cost about \$30,000 or more—and only four or five decisions for final settlement were against the Board. I think that it is not just the proper way to do business. To guarantee every brother a square deal there should be a committee of one member from each state and province to be known as the General Beneficiary Committee to pass upon all rejected claims and their decision should be final.

I suggest that such a board be elected at the Atlanta Convention; that each state delegation assemble and elect a representative, also each province delegation, one member from each state or province to be known as the General Beneficiary Committee, to meet annually and pass upon all rejected claims, their decision to be final, from which there is no appeal, and to be paid \$10.00 per day while acting on such board in session—not otherwise—they to be paid in the same manner as legislative representatives are at present; the Grand Secretary and Treasurer to levy an assessment of twenty-five cents per member (some month that there is no grand dues assessments to be levied, and collected in advance), so that at the conclusion of their labors they shall receive their wages. By this method we will not feel the assessment, and also guarantee each and every brother a decision from a non-partisan board of fifty members; and to maintain this board will not cost each member more than fifteen or twenty cents a year, thereby saving from \$80,000 to \$100,000.



000 each two years and cutting the expenses of the four-year conventions nearly in half; that is, it should reduce the convention's sessions from twelve days to six or eight days, making a clear saving on each four years' convention of from \$35,000 to \$50,000, and from \$80,000 to \$100,000 every two years, making a grand total to be saved in the neighborhood of \$150,000 every four years, besides giving each and every brother who has a claim pending the assurance that his case will receive justice, more so than if at a convention under the present plan.

If we could save \$150,000 every four years I know of no reason why we could not increase our insurance from \$1,850 to \$1,500 and not cost us any more than at present.

The above crude plan could be worked out and I am sure give better satisfaction than the present plan of holding conventions every two years and electing officers. If it should become absolutely necessary to hold a convention any time between each four years, we have laws to call one at any time.

Some of the brothers will say, why have a committee such as described, one from each state and province. Why not have five and let their decision be final? I would answer that under my plan we would have the present board, and if they rejected any claims they would go to the committee for final decision, a sort of convention, thereby giving each and every brother a square deal, and the influence brought to bear from any cause whatsoever would be of no avail; also each state would have a representative to look after the claims from their respective states.

Trusting that my humble effort will be of some assistance in solving the problem which I hope will be one of economy, with best wishes I am,

Yours fraternally.

JANITOR.

### Sayre Lodge, No. 337.

As the the Eighth Biennial Convention is drawing near and each member of the Brotherhood at this time is considering and suggesting changes and amendments to the present Constitution, it is necessary for every lodge to send in its recommendations to the G. S. & T. at once for any changes in our present laws in order to get them referred to the Committee on Constitution in ample time so that they will not be thrown in the waste basket or passed unnoticed.

We expect quite a number of the B. of R. T. boys will gain the title of conductor before many moons. Let us hope so, for it has been a long time since men have been promoted in their turn on this great Lehigh Valley System. Nevertheless things are a long way from being right yet, but let us hope that with the help of our deserving brothers we will gain our ends. Ten brothers have been promoted to freight conductor and we all hope that they will make a success pushing the pencil.

We are very anxious for system federation here and there is no reason why it can not be accom-

plished, providing the large salaried men will cease to think that they are above us.

We have elected a No. 1 set of officers for the ensuing year and now look out for No. 337, and as we have a promise to fulfill we are going to do it.

I hope that the headquarters of the Grand Lodge will be moved to Washington, D. C., for one thing of importance to be voted on, as I think that we would then be able to hold our own with the rest.

Beware of him who is an office-seeker. Men do not usually want an office when they have anything to do. A man's affairs are rather low when he seeks office for support.

Our members do not seem to appreciate the fact that it is necessary to have the Brotherhood understood by everybody, and the best way to bring about the understanding is to have everybody read the JOURNAL. There are so many things going on that we can not afford to be misunderstood, and now let each brother pledge himself to get just one subscriber and then get that subscription and send it in. Give us your help and we will make you feel satisfied that you have done a good thing in doing it.

Yours fraternally,

J. E. BURKE,  
Journal Agent, No. 337.

### Newark Lodge, No. 219.

Along the line of the Lackawanna, the road with which No. 219 has to deal, there is general satisfaction and good will among the members. The membership of No. 219 is composed of conservative men. There is a friendly feeling between the employes and the officials, which is proper. There is only one thing needed, and that is the adoption of a new age limit, or better still, an entire abandonment of this ruling. Western roads have cut it out, the Pennsylvania has a forty-five year age limit for all departments, and this, at least should be adopted.

There has been some public discussion of the great increase of fatal railroad accidents during the past four or five years. Various opinions have been offered as to the causes. The question as to the capacity and competency of railroad managers has even been raised. There is an answer to all these questions. There are causes for every fatal wreck, and to meet this issue fairly it can be asserted that the blame can be attributed to both the companies and their employes. Any railroad corporation (and there are many of them) that is controlled by Wall street, is bound to have bad management, because the men who are selected to the office of general manager are not selected because of their experience in railroad operation, but because of their experience in Wall street methods as to how to squeeze out dividends from water-soaked stock with the least possible expense for operating expenses. This is why, during the past few years, tonnage has been increased, labor has been decreased and operating expenses cut down to a degree not always consistent with safety, and

the corporations are to this day fighting every measure which is introduced for the benefit of the railroad employe.

One or two good men in the United States Senate are trying to get legislation enacted to shorten the hours of work of railway employes—a really good measure—which would benefit the employes and secure safety to the traveling public, but our hide-bound corporation Senators put a quietus to this bill, because it was detrimental to their corporation constituents. There will never be any cessation of railway wrecks until there is a house-cleaning of the United States Senate. Railroad lobbyists must be excluded from the Senate, and instead of the corporations electing our Senators, we get direct legislation and elect our own Senators. What a scare that honorable body got when the direct legislation bill was mentioned. As a rule railroad companies consider it cheaper to pay damages for wrecks than to hire men. There is no class of men who need shorter hours than do railroad men. No man can give good service who has been on duty from fourteen to twenty hours, and just so long as railroad companies are going to be allowed to continue this policy, just so long will the newspapers be giving us our daily quota of railroad wrecks and loss of life. There are some wrecks of course which are caused by carelessness of employes or neglect of duties, but at a conservative estimate 75 per cent are caused by the short-sighted policy of the company in overworking the men.

The employes can agitate the shorter hour question until it is an assured fact. Make a demand for it and then stand by it. If it takes two, three or five years, keep at it. Soon it will become a public issue, and public opinion will be so overwhelmingly in favor of it that even our hide-bound corporation Senators will "come across," the measure, become an established fact, and travel by rail safer than it has been in many years.

JOURNAL AGENT, No. 219.

## Empire, Isthmus Of Panama.

I reached Panama on Thanksgiving Day, and now after two months working in the "big ditch" will give the TRAINMEN'S JOURNAL a few impressions by the way. Upon the whole, I found conditions much better than I had been led to believe, after reading some of the sensational newspaper accounts and woe-begone tales of men returning to the states. It is true I have seen everything in its best light, as I reached the Isthmus just at the beginning of the dry season, since which time we have had what would be ideal June weather at home. Of the wet season I will doubtless know later, but am not prepared to speak now. In Empire, where I am stationed, which is in the highest and best part, we have practically no fever and but little sickness of any kind. Even in the low and swampy portion along the Chagres the percentage is not large.

Our quarters are large and roomy, with wide verandas all enclosed with wire netting, furnished with running water and equipped with shower

baths. At most places there are but two men in a room, but here at Empire where there is more work going on than at any other point, four of us have to share one together. Some twelve or fifteen new bachelor houses that will accommodate sixteen men each are nearing completion, but they are hurrying so many to this, the busiest place on the Zone, that it is most likely we will be the last to be provided for in this line.

The sources of all complaints are the Government messes. These are run at every station along the line, where meals are furnished for thirty cents each. Though they are all under the management of the same department and should be practically the same in quality, they vary greatly. At some you get as good a meal as at an ordinary restaurant in the States, while at others—well, there is room for improvement, to say the least.

THOS. H. HARRIS,

Good Intent Lodge No. 447, Baltimore, M. D.

## Baltimore, Md.

Everybody is happy in Maryland Lodge No. 453, B. of R. T. On Thursday night, February 7th, 1907, our local chairman, Brother R. A. Cole, read to our members, the proceedings of the General Grievance Committee, which has been in session since December 31, 1906, on the B. & O. System. We had a very large attendance at the meeting held February 7th; there was hardly standing room. The members were very anxious to hear the report of the good work done by our General Committee and all went home satisfied. At our next meeting we had only enough to transact the business of the lodge—"the clique," as they are commonly called by some of the boys. I attend every meeting of Maryland Lodge No. 453, and I am very glad that I am one of the clique. I only wish that there were more of them; we would have better attendance at our meetings and things would work so well; even if each member would come at least one meeting a month we would have much better meetings and everything would be so pleasant. Howsoever we are still doing business at the same place. On February 7th we had one initiation and we have six applications out; we have 260 members and we want to make it three hundred in a few months, as we have lots of territory to work in, and we think that it will not be very long before we reach that number.

Nothing can more fully demonstrate what the Brotherhood of Railroad Trainmen stands for than an incident that came to the notice of the writer within two weeks when we were called together to mourn the loss of three of our brothers within ten days. Their funerals were very largely attended by the members of Maryland Lodge No. 453 and Good Intent Lodge No. 447. They always join with us. We extend our thanks to the members of Good Intent Lodge No. 447 for their assistance, and especially to the Master of No. 447, Brother M. J. O'Neal. We look after our sick members, console their families and share their sorrows.

Notwithstanding that the weather was bitter cold the funerals were largely attended, thus demonstrating that the members fully understand the great principles of the Brotherhood of Railroad Trainmen, "to relieve the distressed, bury the dead and educate the orphans."

There cannot be found anywhere a truer, more sympathetic, braver body of men than compose the Brotherhood of Railroad Trainmen. They deserve all the success that has come to them, and may they continue to grow and prosper and be a force for good in the community in which they are located.

He does most to promote the interest of the Brotherhood of Railroad Trainmen who is thrifty and sober and provides for his family.

He has good sense who knows that the success of the Brotherhood of Railroad Trainmen depends upon getting others to join it.

He does well who is opposed to disorder at meetings and shows due respect for the presiding officer, assisting him in all efforts to conduct things decently and in order.

He who loves peace, preferring not to fight the employer, yet is sensitive to unjust treatment and is not a coward is a man.

He who when he goes on a strike stays out until the wrong is righted shows good judgment.

He who is not a knocker by force of logic opposes all foolish motions and assists upon the passage of all good ones is wise.

He who is mentally broad enough to perceive that there are other honest ones besides himself cannot go far wrong.

Fraternally yours,

WM. M. BOWEN,  
Financier, No. 453.

### Chicago, Ill.

In a very short time the Grand Master's gavel will sound and call to order eight hundred delegates, representing the greatest railroad organization on earth. Our JOURNAL is deluged with suggestions in regard to insurance changes and other important questions that no doubt will be introduced to that large body of legislators. Some of those suggestions have come from members who have given the questions serious consideration and should not be overlooked, while others appear ridiculous. It would be occupying valuable time to consider them. Personally I have given those matters very little thought, nor have I any advice to offer in that direction. I have every reason to believe those questions will be handled with the greatest care and satisfactorily to all interested.

One very important matter has engaged my attention for some time—the necessity of placing a Vice-Grand Master in Chicago. Chicago is considered the battleground of the United States and all roads look to it as a criterion. Judging from the recent settlement it is easily seen that we have the situation well in hand. Notwithstanding the noise of the other fellow, but even under present favorable conditions a Grand Lodge officer would be a great help. It would infuse new blood in

our own members and it would also show those who are not members of our Brotherhood the necessity for getting in line and contributing their share towards the success of an organization that has done so much for them. I sincerely hope the delegates from Chicago lodges will use their best efforts and influence with other delegates to bring about the desired results.

Yours in B. S. & I.,

ROBT. C. BARRICK,  
Lodge No. 752.

### Springfield, Ohio.

Our lodge is in good condition, but is not troubled with extra large attendance, and we hope our members will do better and help out in the work. We have a candidate at every meeting, and very often several of them.

I have read many suggestions as to what should be done by our coming Convention. I do not understand the propriety for changing the titles of our Grand Lodge officers. President, vice-president, etc., may be more appropriate, but the present names sound good to me, because the word "Master" conveys to the mind just what our Grand Lodge officers are. They have mastered the difficulties that they have encountered in a masterful manner, therefore the title should not be changed.

Matters of far more importance should be considered by our delegates, such as insurance and the length of time between our conventions. If any change is made in these present rules, they must be done judiciously. I trust that everybody will consider these problems, and master them.

I am not in favor of changing the time limit for a new member. Make him serve one year. He is a brakeman by that time, and that is what we want. If he has any pride in him, he will come in then, and if he has no pride, we don't want him. Much more could be said on this subject. I would suggest to the delegates that they remember that we have been successful, and not to err in making changes.

A. E. KILGORE,  
Master Lodge No. 578.

### Spokane, Wash.

In reference to the meeting point signal, mentioned in the JOURNAL some time ago, I desire to say that on the O. R. & N. we have a revolving lamp in the cupola, made of three different colored glasses. When running, this shows green in front and red behind. To stop, we turn the red in front and if we do not stop we turn the white in front. If we have a meet order at a station, when the engineer whistles for the station we turn the red light in front, which the engineer answers with two short whistles. I find this plan works very nicely, and is convenient. It is not a standard rule, but all of our cabooses are equipped with these lights, and the arrangements have been made among ourselves.

# EDITORIAL

Vol. xxiv.



No. 3

## The Sixteen Hour Law.

Just now there is no such law and the chance of there being one at the end of this session of Congress is impossible. The railroads were opposed to it, and in consequence it was a hard matter to get action that would determine whether the criminal practice of the railroads working their train and engine men as long as they please regardless of their physical fitness, should be discontinued.

The railroad companies have offered very inconsistent arguments in defense of their opposition to the measure. One of them is to the effect that "we do not make it a practice of keeping our men out more than sixteen hours at a time." The law provides for delays from good and sufficient cause. That it neglects to cover the excessive tonnage causes for delays, is a serious oversight in the eyes of the railways that "do not hold their men out more than sixteen hours." If railways did not work their men more than sixteen hours they would not oppose the law.

Another reason given against the bill is that "it would force the men to remain long hours at terminals at their own expense, etc." Men are held any number of hours at terminals waiting for their tonnage and the companies do not pay their expenses. Even if the contention of the railways is correct, the men can go on duty at the expiration of ten hours, if there is a train for them. If there is not a train they must wait for a week if the companies so de-

cide and then start out with a heavy train and a certainty of using more than sixteen hours for the return trip. This argument is a plea for excessive tonnage and way work.

The companies appealed to the men to fight the bill, and brought many protests from them to Congress to prove that the men were against the proposed law. We doubt not that a petition could be secured under the same circumstances asking for the right to work until the employe fell dead. Petitions of the kind ought not to influence Congress, for they are usually obtained under duress or through the work of certain "weak sisters" who are ready to declare for anything their employers put up to them and go among the men with a company petition to have their fellows sign with them.

The writer listened to a "patriot" who was burning up space with his petition work in defense of the right of the men to work as long as the company wanted them to work. His petition was presented with the argument that "if the law were passed it would reduce wages, it would tie up the men five miles from home, it would prevent their making overtime and in fact if such a law were passed the consequences would be so terrible to the train and engine service that it brought on a spasm of the horrors to think of it." The argument was inspired by his superintendent, had nothing reasonable to it and was merely one of

those manufactured affairs that go to Congress to shield that body for its failure to enact needed legislation.

The sixteen hour law, as it stands, is nothing else than a law against excessive tonnage and excessive local or way freight work. The law protects the company for due and proper cause for time failures. It allows overtime for mishaps not of the usual order, but it does not protect a company when it sends out a drag so loaded down that it cannot make running time and is certain to spend more than sixteen hours in running over the usual division. The average time of a freight train is supposed to be ten miles an hour, or so the wage schedules provide, as a rule, but when a train cannot make even this slow time there is something wrong with its make up.

The railroad companies have persuaded the men that they will lose money if the law becomes effective. The writer is not much impressed with the railroads' argument. We do not often have the railways defend the right of their men to make money unless they are making more money for the companies. The practice of adding to the day's wages by overtime is not a good way to make enough money to insure a decent living. If railroad employees cannot earn enough in a reasonable day then they ought to get more or work at something else. The wage per hour of the average train man is no more than that of the laborer who makes \$2.00 for eight hours and takes no hazardous chances as a part of his employment.

Following the very bad practice of years, the railway employees have depended on their overtime for much of their wages. A day's work ought to be sufficient to allow any man a living. When railroad men commence to figure that eight, or at the most, ten hours, are long enough to work at one time, their wages will come along to their living standard. Railroad men ought to realize this truth and be ready to stand for it. There is no organized trade in this country today that does not enjoy the eight hour workday or has made a stiff fight to get it and still has it on its program, except the railroad organizations.

Railroad men ought to remember another

thing. If trains are run of such tonnage that they can make their runs in fair time, there will be more trains, better running time, less lay over at terminals waiting for "all the cars on the road" to make up a train, and steadier employment, which in the aggregate will bring in just as much money as the present practice of staying on the road thirty hours and then laying, at terminals equally as long, unless there is a rush on that sends them back.

The writer has been nosing around a little and has discovered runs without number where the anticipated time is not less than twenty hours to as many more as are needed to cover 100 miles. There are runs that make so much over time that the men only work five days a week and then have to rest for two days. They then are able to make a full week by so doing. Tonnage tells the story. One train crew does the work of two crews, yet any superintendent would explain to these men that if the sixteen hours' bill were passed that it would reduce their wages. If the truth were told it would be to say that the men would make as much money, make it easier and the company would not make as much as it does by its present practice of paying one crew for twenty hours instead of paying two crews for one day each.

To better illustrate, we quote from a letter received:

"This division is a regular yard from one end to the other and we are doing all kinds of work. It takes from one to three and sometimes four days to make a round trip of ninety miles. When a man is called for a 'Lehigh' it means a trip of ninety miles and he takes a small lunch pail, expecting to be back the same day, so the rest of the time he is out he starves. The long runs are worse, for they take from three to five days to make 240 miles and the man needs a small wash boiler to carry his meals. The way some of the crews have to slug away at the 'grabs' they get, with only one brakeman to do the work, is a shame. It is cruelty to human beings. The humane society would not permit an animal to be used the same way."

There need be no worry that freight trains will be held up at outside points because of failure to get in on time. The companies will not be anxious to send out relief crews to dead-head in the regulars. One company we have in mind does not

pretend to start a freight train out without eighteen hours or more ahead of it for 125 miles. Tonnage tells the story. So it is with all of the others that are ready to defend their right to continue their criminal practices under any guise they can offer.

We quote from Collier's on the bill as it now stands:

The alleged combination to "haze" Senator La Follette was itself unmercifully hazed on January 10. In the last session of Congress Mr. La Follette introduced a bill to protect the public from accidents by limiting the hours of labor of railroad employees. The majority of the Senators did not want to pass it, but at the same time they felt a delicacy about squarely opposing it. They pleaded for delay. It was a very important measure—Senators ought to have time to give it thoughtful consideration, so that it could be passed in perfect form. Mr. La Follette was patient. The days ran on until the end of the session was at hand. It was plainly impossible to crowd the bill through in those fleeting minutes—Senators regretted the situation, but such was life. Then a startling discovery was made. Almost every Senator was interested in some appropriation in the Public Buildings bill, and when that bill came along Mr. La Follette was standing on the track with a red lantern. He was very sorry, but if the time was too short to pass the Hours of Labor bill, he feared it was too short to pass the Public Buildings bill. The Senators capitulated and agreed by unanimous consent that, if La Follette would let them have the post-offices and custom-houses for which their constituents were pining, they would make the Hours of Labor bill the unfinished business in the next session and take a vote on it upon the 10th of January.

Every day this session La Follette has been on hand at two o'clock to stand guard over that agreement and keep the bill from being dropped in his absence into the unfathomable depths of the calendar. At last the day for the vote approached. Senators who had let weeks pass without manifesting any desire to discuss the subject began again to deplore the unseemly haste with which they were expected to act. Toward the end a real debate sprang up. Manufactured memorials against the bill from unions and individual railroad employees who wanted to work more than sixteen hours a day were poured into the Senate.

Mr. La Follette furnished evidence showing that most of the alleged opposition to the bill on the part of employees had been directly inspired by the companies. He then produced and had printed in the Congressional Record a really appalling list of accidents caused by overworked and exhausted trainmen. An engineer who had been on duty for forty-three hours "used poor judgment" in stopping on a curve—astonishing lapse for such a fresh mind as his must have been—and there was a collision. In another collision the train was "not under control," after the crew had been only forty-two hours on duty. In another case a signalman

who had been at work for twenty hours went back to flag and fell asleep. Only one man killed, luckily. A conductor and engineer who had been on duty for thirty hours forgot to protect the rear of their train with a flag. Collision. Another collision occurred while the engineer was asleep after forty-eight hours of service following six hours of rest. Twenty-one such accidents occurred after the adjournment of the last session of Congress, and "I have no doubt," said Mr. La Follette, "that at least twenty of the twenty-one accidents would have been averted had the bill which is pending today been enacted at the last session of Congress and the hours of limitation upon service enforced."

When the time came to vote upon the amendments a majority of the Senators voted to cripple the bill whenever they could do it without a record, and turned the other way on almost every question in which the yeas and nays were put down in black and white. The chief test came when Mr. La Follette moved to strike out the whole mutilated bill and insert a short and consistent substitute. The vote on that proposition was as follows:

## YEAS—36.

Bacon, Dem.  
Berry, Dem.  
Brandegge, Rep.  
Brandegge, Rep.  
Burkett, Rep.  
Culberson, Dem.  
Daniel, Dem.  
Dolliver, Rep.  
Dubois, Dem.  
Du Pont, Rep.  
Elkins, Rep.  
Flint, Rep.  
Foster, Dem.  
Frazier, Dem.  
Gearin, Rep.  
Hansbrough, Rep.  
Hemenway, Rep.  
Hopkins, Rep.

La Follette, Rep.  
Kittredge, Rep.  
Latimer, Dem.  
Mallory, Dem.  
Money, Dem.  
Nelson, Rep.  
Overman, Dem.  
Patterson, Dem.  
Perkins, Rep.  
Rayner, Dem.  
Scott, Rep.  
Simmons, Dem.  
Stone, Dem.  
Taliaferro, Dem.  
Teller, Dem.  
Tillman, Dem.  
Warner, Rep.  
Whyte, Dem.

## NAYS—82.

Ankeny, Rep.  
Blackburn, Dem.  
Bulkeley, Rep.  
Burrows, Rep.  
Carter, Rep.  
Clapp, Rep.  
Clark, Mont., Dem.  
Clark, Wyo., Rep.  
Crane, Rep.  
Cullom, Rep.  
Depew, Rep.  
Dick, Rep.  
Dillingham, Rep.  
Foraker, Rep.  
Frye, Rep.  
Fulton, Rep.

Gallinger, Rep.  
Hale, Rep.  
Heyburn, Rep.  
Kean, Rep.  
Knox, Rep.  
Lodge, Rep.  
Long, Rep.  
McCreary, Dem.  
McCumber, Rep.  
Millard, Rep.  
Pettus, Dem.  
Piles, Rep.  
Proctor, Rep.  
Smoot, Rep.  
Sutherland, Rep.  
Warren, Rep.

Of the yeas, nineteen were cast by Democrats and seventeen by Republicans; of the nays, twenty-eight by Republicans and four by Democrats. Once more a Senate nearly two-thirds Republican was controlled by Democratic votes against the wishes of a majority of the Republican members.

After the adoption of the substitute the railroad contingent ceased to fight. The ancient Pettus of Alabama was left waving his State Rights flag alone, and on the passage of the bill as amended all the rest of the Senators present, seventy strong, ranged themselves under the banner of the hazed and ostracized La Follette.

The bill as passed forbids any employe on a train carrying interstate or foreign freight or passengers to remain on duty more than sixteen consecutive hours, unless in specified exceptional cases, or to go on duty after sixteen consecutive hours' service without having had at least ten hours off duty, or to work more than sixteen hours in the aggregate within any period of twenty-four. Violations of the law on the part of any common carrier or its officers are made punishable by a fine of not less than \$100 or more than \$1,000.

This quotation will not be popular among the set that stands so staunchly for non-partisan performance. The Brotherhood of

Railroad Trainmen has gone on record as censuring the leaders of the party who did not pass the laws asked for by the Brotherhood. If censure is to be handed out to the negligent then it is fair to hand out commendation to those who are not, so the above vote has been published. It will be noted that when the LaFollette bill was assured of passage that all of the Senators were ready to vote for it. Senator Pettus voted Nay because he believes the matter is one for state rather than national regulation.

The LaFollette Bill was so emasculated by the railroad lobby in the House that when it came to a vote, friends of the regular bill voted against it. The House killed it.

## Wages Of Discontent.

Today offers a rather peculiar condition of affairs. The country is enjoying its greatest prosperity and it is also experiencing its greatest period of discontent. The United States has never enjoyed such a continued term of business activity, and from appearances it will continue for some time to come. There are pessimists, here and there, who offer direful predictions as to the outcome, but as a rule, they have been ousted from some particular position with one of the great combinations, are working the stock markets, or are unduly apprehensive of the effect of the laws that are in process of making, whereby certain privileges now enjoyed by a few will be restricted that the many may add to the profits of their industry.

Only in very serious times and in very good times do we have such pronounced expressions against the inequalities that maintain between the few and the many.

Between 1893 and 1897, the industrial depression caused a careful study of economic questions that, we believe, did the entire country a world of good. After business commenced to pick up and the present era of prosperity began, steady and regular employment for the majority of the

workers did not lead them to forget the differences that were so forcefully apparent during the industrial depression. A spirit of discontent had been born, it had been encouraged by dull times and precarious methods of living; ample time to study the problems that have been brought into being by the combinations of industries was afforded and people began to realize that there was something personal in this study of the question of "how to live."

Now that business is at the flood tide of prosperity it may appear strange that there is a greater feeling of discontent among the wage workers than there was when times were dull and work not so plenty.

There is no education that sinks so deeply into the mind and leaves its impress so long as the education that comes from the hard knocks of adversity. One cannot realize what distress means until he has been in real trouble. Then it is that "fellow feeling makes us wondrous kind" and we do not overlook the distress that comes to our notice. It becomes a part of our own in every sense.

Since the fall of man there has been human discontent that has shown itself in

various ways, but usually for the betterment of the human race. This discontent has brought man from a cave dwelling existence to his home of the present. It has brought him from barbarism to civilization, but the lesson all the way has been one of fighting an uphill battle, with plenty of hard knocks for the participants but better conditions for his successors.

The discontent of today is an intelligent discontent, it is therefore a healthy discontent. It is not a feeling of unreasonable hatred toward the employers or the money holders but it is a determination to end some of the inequalities that have brought about the present conditions wherein privilege has been the lever that has moved a small set of financiers into a class that manages the working and living conditions of the rest of the country.

This discontent is not expressing itself in the mouthings of a few wild-eyed agitators whose expressions are against all society. It shows itself in the general demand for a better government, a higher and more honorable administration of law, an era of fairness under which special privilege will not permit a few to manipulate the living of the rest of the people and a determination on the part of the majority not to put off the day of reform.

A contented people would soon be lost from one cause or another as the result of its content. There could be no progress in such a people, there would be no incentive to work for anything better. But in a country where the people have commenced to make a study of their affairs of all kinds and where they can analyze questions of moment to themselves and their government, there need be no fear that their discontent will result in harm either to themselves or their government.

This study of questions that affect them particularly has brought about a better knowledge of the difference between the cost of production and the relative difference between wages and the cost of living. This means that men no longer accept wages without knowing what can be purchased with them. They have studied the difference between the amount paid to their employers in profits and the amount paid

in wages and they have demanded a better share for their labor.

There never was a time when the general public was so determined to stop the wholesale powers of the trusts as they affect legislation and business abuses. Out of this determination came a demand for better wages and better living and, wise as usual, the great corporations have met the demands half way. That is, they have increased wages about half the per cent of increased costs as they apply to living. It is a fact that wages have increased but one-half of the cost of living. The employers have made it a point to call attention to the increased amounts to be paid in wages but they have not shown up their re-arrangements of capitalization because without their present water they would have earned so much money that it would have been dangerous to publish their earnings. They re-issued stocks, bonds and included plenty of water that must be taken care of by increased interest and dividends which make earnings look small, but almost every report could be doubled as to earning capacity if the water were squeezed out of the capitalization.

But this spirit of discontent will urge the workers to a further effort to understand how much of the overload they are carrying and they will demand that wages keep pace with the cost of living even if it be at the price of rearranging the methods of doing business.

Our railroad employes have received increased wages, perhaps greater increases than have been paid to other kinds of labor, and yet, what they have received does not commence to cover the increased cost of living. The average percentage of increase is not more than one-half of the increased percentage of that cost. It looks like a large increase when the total is set forth in figures but the total increase in cost of living to each individual employe would look much larger if presented in one sum.

Every live business is making money and the greater part of that money is not going to the wage workers. Added to the work of each employe there is the uninvested capital that demands extra effort to pay in-



terest and dividends before labor wages can be figured.

The wage increases are acceptable, they help out, but they are not equal to the "half paid to capital."

*Moody's Magazine* commented on the question of wages and profits thus:

"Wage increases in this country have become epidemic. Farm wages have risen in all parts of the country, so that they will probably average 10 per cent more than a year ago. The wages of domestic help, in both city and country, have risen materially and will probably average 10 per cent more than a year ago, and 20 or 25 per cent more than six or eight years ago. The wages of common labor have also risen materially during the past few years. There are, however, no statistics of consequence as to these classes of labor. Reliable or half-reliable wage statistics do exist though for most kinds of skilled labor, for employes on railroads and other public-service corporations, and for many employes of large manufacturing and producing corporations.

"Probably the best test of the general rise in the money wage level in this country is furnished by the statistics of railroads, made yearly to the Interstate Commerce Commission. Unfortunately, these are usually more than a year old before they are tabulated and published. These, in 1904, showed an increase in wages, over 1896 or 1897, of less than 10 per cent. Since then until November of this year, average railroad wages have scarcely risen more than 4 or 5 per cent. Apparently nearly all of the roads have either recently raised, or will soon raise, the wages of all getting \$200 a month, or less.

"The standard rise appears to be 10 per cent, though many instances of from 5 to 8 per cent are reported. Assuming that, by next Spring, the average rise will be 7 per cent for all employes, it is likely that the general rise will then amount to about 20 per cent during the last 8 or 10 years. As about half of the employes of railroads consist of skilled, and half of unskilled labor, and also about half of organized, and half of unorganized labor, it is safe to assume that the average rise of money wages of railroad employes is a fair average for the whole country. This being true, it would appear that money wages will not now average more than 20 per cent higher than they averaged ten years ago.

"But the cost of living has most certainly gone up 40 per cent since July, 1896. This means that wages have risen only half as fast and half as much as have prices. It means that whereas \$1.40 is now required to buy what \$1 bought in 1896, the average workingman has only \$1.20 with which to purchase what sells for \$1.40. It means that there is a tremendous 'rake-off' left for somebody.

"As there are about 30,000,000 workers in this country, receiving an average of about \$600 each per year, the total wage bill amounts to about \$18,000,000,000. If this is 120 per cent of what the same earners would have received in 1896,

they would then have received \$15,000,000,000. But to buy what they could then have bought with \$15,000,000,000 wage earners today would have to have \$21,000,000,000. Hence the difference between what our wage earners actually get and what they should get, on the 1896 basis, is \$3,000,000,000 a year. This amount represents, approximately, the 'rake-off' that must go to somebody. It is the price our workers and consumers are paying for the kind of prosperity that we see on all sides. As to who gets it, we will not undertake to say, though we have some suspicions. The main fact is that this vast amount, through a price-and-wage juggle for which nobody in particular is to blame, is yearly extracted from the pockets of our workers and spenders.

"It is this \$3,000,000,000 a year that is making riches for certain people, or certain classes. It is the unfairness and injustice measured by this \$3,000,000,000 that is largely responsible for the prevailing discontent that is breaking out in so many places and ways. More than anything else, this fundamental injustice in the distribution of products is creating unrest and dissatisfaction.

"This is the dark side of prosperity, superinduced by rising prices, and especially by rising prices caused by inflation of money and credit. Such inflation is usually the result of a depreciating standard of value or of paper money, made legal tender by fiat of some hard-up government. Such a money leads naturally to inflation of prices; to artificially stimulated production; to speculation in stocks, commodities and real estate; to increased cost of production; to increased cost of living; to higher wages; to labor troubles; to political and social unrest; to inability of workers to purchase at the high prices asked, the total products offered; to a glut in markets; to closed mills; to a drop in prices; and to business panic and disaster. If as in 1873, an increased supply of money is not forthcoming, the decline in prices will continue for a long period. If as in 1857 and in 1903, the supply of good money continues to increase, the decline in prices will be only temporary, and industry will soon again be as prosperous as ever.

"While falling prices usually usher in depressions and panics, they are more normal and natural than are rising prices. They discourage speculation and idleness, and encourage economy and thrift. While they are most certainly less wholesome and less beneficial to industry than stable prices, yet their evils are probably less harmful to industry and society than are the evils of rising prices."

There is considerable information in this comment that should not be overlooked. It shows that the cost of living, which is wholly in the hands of the combinations that furnish employment, is much greater than the wage increases amount to. It points out the fact that wage and labor statistics are not worth much and it shows

that the question of the welfare of our entire people is in the hands of the few who by virtue of special privilege can double capitalization, force the wage worker to earn dividends and interest on money that has never been invested and that panics are made to order by this same class of financiers who increase the cost of living 40 per cent in ten years and raise wages less than 20 per cent in the same time.

There is a beginning to a healthier discontent that seeks to know the whyfore of things that promises a closer investigation with assured results for the progress of the wage working people. It is not well for men when they are contented. The employer is the one to profit from such content, but that he does not suffer from healthy discontent can be shown in the prosperous condition of business.

## Chancellor Day Thanks The Trusts.

Chancellor Day, of Syracuse University, leaped into fame over night not long ago by denouncing the President of the United States because he expressed a belief that corporations ought to be as decent as the rest of the business world. Chancellor Day gained little credit among the fair minded people who read his denunciations. His school lives, as do the rest of the large colleges, on the bounty of the corporation philanthropists, so Chancellor Day compares favorably with Holy Writ in that, "The ox knoweth his owner and the ass his master's crib." The learned gentleman always talks like a man coming from the pay car, enthusiastic and happy in the knowledge that his duty has been well performed, or if it hasn't, that he has received the coin for it anyway.

Men like Chancellor Day serve a useful purpose. They are not particularly dangerous, for even a regulation trust philanthropist knows the Chancellor simply bubbles over with enthusiastic speech, as oil from a gusher, because his living and business depend upon the good will, and part of the fixtures, of the class he so stoutly defends. The really serious feature of the position taken by the Chancellor is that his beliefs will become a part of the educational course of the school over which he presides. The higher education is not calculated to encourage the common person with much of a belief in his being as good as the rest of mankind. If the student is wealthy he knows he is better than the common herd, and if he is not wealthy his

chances for being in school in pursuit of the higher training are remote, and even if he gets there he is not permitted to get away with the notion that all men are equal. Why should it be otherwise? The schools live on the bounty of Rockefeller and his kind. The millions that go each year to the universities are all taken from the people by virtue of the combinations over which these men preside and that control the necessities of life from the raw material to the finished product. John D. gives a couple of millions to his favored university and the price of oil goes up. John and his associates raise the price and divide the proceeds among themselves and their institutions of learning. Would Chancellor Day take a "hand out" from the Standard Oil crowd with one hand and shake his fist at it with the other? Not on your life, and his frequent public defenses of the trust and its goodness and the comparative badness of the agitators and anarchists of unions of labor, who furnish the Chancellor with horrible visions, are evidence that the man knows his master's crib.

The Chancellor recently addressed a meeting of the Manufacturers' Club of Brooklyn, and among other things he said:

"The man who is shouting himself hoarse over trusts and corporations and swollen fortunes will take his place in history with the men who smashed Arkwright's loom and Whitney's cotton gin and the pamphleteers who ridiculed George Stephenson's locomotive.

"As long as the people are taught, wick-

edly taught by the agitators of various types, that corporations have for their purpose the robbing of the people and the oppression of the poor, business will be obstructed and the people will suffer a severe penalty of their folly.

"The mechanics and workingmen's interests are being imperiled by a spirit of rampant investigation and business persecution today far more than are those of the great corporations.

"It is stupendous folly to talk about giving individuals a chance to act alone by forbidding individuals to work together. It is a piece of insolence for the individual to insist that the corporation shall be disbanded because it sells me goods cheaper than he can.

"This new doctrine that you can legislate unsuccessful men into success by legislating successful men out of success is a piece of imbecility.

"Prosecuting attorneys are yelping like wolves at every corporation in the land. Judges and prosecuting attorneys know that they are expected to convict.

"If we want to reduce 'swollen fortunes' we better look about for new and greater uses to which to apply them in opening 10,000 unemployed and unused resources of our country and in philanthropy, education, and in promoting common thrift, than in the socialistic insanity of confiscating them above a certain sum to be set by our congressmen.

"Railways are so overwhelmed with the business of this country that wrecks are the current news at every breakfast.

"There need be no fear of the use of wealth because as never before the people who possess it are intelligently asking for the wisest and best way to serve the race with it. Make the men of this world bigger with each generation and the fortunes of men will not be too great. There is no fear of accumulated wealth if equally we accumulate manhood.

"The source of a fear which cannot be exaggerated is the entrance of labor unionism into politics and its adoption of Socialism and anarchy as a creed and doctrine. It is a despotism which threatens our democratic institutions. It clutches by the

throat our plainest and most fundamental liberties. It makes the absurd boast of having produced the wealth of the world by the labor of the hand.

"How much was there in the world so long as the hand was the only thing that worked? It was only after the brain began to work and men discovered ways of developing the resources of this earth by the forces of nature and by a thousand inventions—which the man who worked with his hand tried to destroy—that hand work did anything beyond the crudest form.

"The labor of this world today is brain labor and the hand toiler has the easier job a thousandfold. The brains of wealth are furnishing the laboring man his chance to work."

The Chancellor must have been mightily exercised over the threatened dangers of investigation that moved a few of his benefactors to sudden trips abroad. We would like to bet the Chancellor, provided, of course, that he will forget his dignity, and bet with an agitator, that the agitators who are after swollen fortunes will not be numbered among those who destroyed the cotton gin and other machines. These fearsome and terrible anarchists are not trying to destroy anybody's machinery, they are merely endeavoring to see to it that when the machinery runs nicely that all of its product does not run into the pockets of the "brain laborer" who works hardest when his printing presses double capitalization without his investing a cent. They do not object to the Standard Oil trust because it is a trust. They object because the trust raises the price of oil and its by products, makes the people pay the raise, divides the revenue among a lot of men who have the power to strong arm the consumer and who attempt to lay up treasures in Heaven by way of donations to the Syracuse University and Chancellor Day.

The wooden platitudes offered by the Chancellor to the effect that, "brain labor" gives the man a chance to work must make the trust magnates chortle until they choke. We realize that "brain labor" produces a lot of things, good and bad, among them speeches from Chancellor Day, but this same "brain labor" would retire to its man-

sions if the favored laborer should take a notion to not accept the work furnished by the "brain laborers" and try to do things for himself.

There is a wonderful lot of Chancellor Day's talk that sounds as if paid for, as we feel it is through contributions to his school. It shows the trend of the great schools to stand for what they are pleased to term, progressiveness in industry. As it applies to the owning class, there is no question but as it applies to the millions of wage workers there is nothing but question. Because a man, or set of men, has skinned some one of all his possessions it does not follow that there is conferred a right to skin the rest of mankind. The trusts that call upon Chancellor Day to defend them have skinned the world, but will not divide the hide.

The Chancellor does not understand his subject. He merely talks to his friends and they know his talk does not ring true. The first one of them to fall outside of the

financial breastworks will cry shame the next time the Chancellor opens his mouth to defend the system.

No, Mr. Chancellor Day, the President is not an anarchist, the labor unions are not anarchistic, not even socialistic to any great extent; they merely desire to lighten the burdens of industry by placing tax on the profits of advantage. That is all, so rest easy and be assured that the wheels will hum, the mines and the oil wells produce for the benefit of the trusts, and the universities, long after all of us are gone and forgotten. Great nations are slow to arouse to concerted action, spasmodic rumbles are not to be regarded as signs of immediate eruption and destruction. Even the profound words of one who knows so little of the questions he argues as does Chancellor Day, will not bring about a change of affairs that will seriously interfere with the present methods of the "brain laborers" who are furnishing the laboring man a chance to work.

---

## Employes And Contracts.

---

The railroad organizations make their contracts apply to all employes in the class of service for which the contract is made, regardless of whether all of the men are members of their organizations or not. It is taken for granted that an organization making a contract represents a majority of the men affected by it and assumes the full responsibility for its being carried out by all employes. This means that when there is disaffection on the part of the employes that the organization holding the agreement is in duty bound to supply men for all vacancies that may be made by withdrawals from the service if the employer demands that it be done.

Understanding this obligation of contract it is then a matter of necessity that the organization making a contract have sufficient members that appreciate the force and obligation of the agreement to maintain it until it has been properly abrogated.

The railway organizations require a preliminary term of service before an employe is eligible for admission to the association covering his class of employment, and, in standing to this resolution, they have done so under the impression that it is the proper thing for them to do so for the reason that membership in an organization can be accepted as evidence that the employe is fully capable of performing the service required of him. So far as this opinion goes it is right enough, but the more important matter of having all the men working under the agreement of the organization governing a particular class, in and under the control of that organization, is overlooked and in consequence, there are always a number of employes who are not affiliated with the organization representing their class of service.

It should not be overlooked that when a labor organization attempts to legislate for

the men that it needs all of the men it can get, and to fix an arbitrary rule whereby it denies a certain class of employes the right of admission is to weaken its representation and limit its power to maintain its contracts. The idea that the railway organizations have only experienced men on their rolls is a matter of sentiment with them that is not appreciated by their employers. When conditions warrant, the tendency is to employ inexperienced men without regard to the experienced employes who may be seeking service. If it were the rule for the railway companies to ask for organization men to the exclusion of inexperienced men there might be some good reason for a continuance of this rule of exclusion, but they do not.

The question is not of as much importance to the Engineers and Conductors as it is to the Trainmen and Firemen, for the latter organizations serve as the training schools for the other employments, and while the newly promoted men may not be in the organization peculiar to their employment, they are, if members, protected and governed by the organizations to which they belong. They are under organization discipline and in sympathy with the contracts governing their employment.

In other employments it is the rule to demand that each new employe at once accept membership in the organization governing the trade, and where the closed shop is the rule this is imperative. It is the custom on the part of certain organizations to have the employer deduct the dues of the organizations from the payments made to employes, although this is not the general rule, for many employers will not serve as organizers for their employes. If it can be made the rule the organization working under it has the double advantage of having the men as members and of having the assistance of the employer in keeping them in good financial standing. This means organization in its closest sense,

for the reason that the employe accepts membership in the organization as a condition of employment.

The railroad organizations have not sought to force any man to accept membership. Their policy has been too much the other way for, unless extra need was felt for increased membership they have been too indifferent in asking the new employes to join with them even after they had served the required time. As a rule the trainman, yardman, or fireman will in time get into the organization of his class, but he might get there much sooner if the organizations made special effort to induce him. The fact that men work for a given time without membership makes it more difficult to have them understand the need for their affiliation. They receive the same wages, work under the same conditions, and have the same rights as the organization members, and very often these matters are pointed out to them by their subordinate officials with the query, "why join and pay dues, etc.?" All of these conditions have a tendency to keep them from the organizations for a time, and during such period the organizations legislate for them but do not have control over them. All of them are necessary, however, to the maintenance of the wage agreement.

The JOURNAL has not always agreed with the sentimental notion that "a card of membership guarantees good service." As it is, the card of this Brotherhood shows the term of service, which is honest enough for it tells how long the man has served. If the employers preferred experienced men there would be something substantial to the argument for a year's preliminary service, but as they do not, it appears reasonable to believe that as soon as a man is acceptable to the employer, qualifications permitting, he ought to be acceptable to the organization. To deny him admission for one year is a mistake from the labor organization point of view.



## Japan Invites Trouble.

It need not make the least difference what the peacefully inclined advise or what the bellicose declare, will be the outcome of the agitation between Japan and the United States, so far as the present status of the affair is concerned. That will be quieted for a time. The Japanese will never be satisfied until they have tried conclusions with some civilized nation, and, as the United States will doubtless offer the first good excuse, and as it has several pieces of property scattered in out of the way places that Japan needs, and would have little trouble in picking up in case of war, the final outcome is certain to be an exchange of courtesies that are common to war.

The friendship of fifty years, the good offices of the United States and all of the other conditions that cemented international friendship have been forgotten in this present excitement, raised over a trivial matter, which, if anything, merely shows how anxious the Japanese are to discover a cause for offense.

To commence with the United States is paying the usual penalty that attaches to the everlasting busybody. This country poses as the great international regulator. It makes no difference where the trouble is or what its nature may be, there is demand from a noisy number that the United States interfere and regulate the matter.

In the past few years this country has been advised by certain interested ones to regulate the Turks, the Russians, and the Spaniards. We have been ordered to settle with the brigands in Morocco and the King of the Belgians in the Kongo; South American nations have all been regulated, more or less, Cuba is under our regulating hand, the Philippines groan under our liberty and regulation, China paid us good money for regulating her people, and we owe her some which we overcharged her for the job, and if there is one country, except Germany, that has not been passed up for regulation in some form or another, we

cannot just now recall it, and, strange to tell, Congress dignifies every demand.

The United States is an international busybody and in that unenviable position stands to get it good and plenty when the time comes. There won't be enough old shoes in the international backyard to throw at us.

During the war with Spain, our friends could be counted on one hand with fingers to spare. Today we would have less, for we have since then promised to "help" others who have not thanked us.

Through our sympathy for the Cubans we secured the Philippines for our national museum. We paid the price to show that we were a forgiving nation, that we did not fight to hold possessions we won in war and to prove other things that were not exactly common sense propositions from a business standpoint. But we were considerably swelled by the victory over a "dead one" and—we had the price. In the summing up of the war, Spain won the victory. She unloaded her troubles on the United States for a good price. We have them yet. Part of this purchased victory is the cause for our fuss with Japan.

The United States intervened and brought about an end of her war with Russia. Both nations were glad to get through with the fight. Japan was out of money and Russia out of courage so, it was a good time to quit. They quit at the intervention of the President and each side went home and told their people in so many words that "if the United States had minded her own business they would have wiped the other fellow off the slate." The Russians and Japanese believe it. The result is that Russia and Japan have no friendship for this country; we have what the man gets who mixes up in a family row.

Japan wants the Philippines and Hawaii. In the event of war she could take the one in a fight as easily as we took the Philippines and could get Hawaii the same way we got it, through a popular up-

rising. The Pacific Coast could be defended, perhaps, but in the beginning the United States would have as much humiliation to swallow as its dearest enemy could hope. That it would win in the end seems certain, but there would be something doing before the end was reached. Japan has a large, well trained army, strengthened by fanaticism of religion and race that does not value life. The United States has a small regular army and a "mob." Its navy is in fair condition but it could not cover the sea coast and the "firing in the windward passage" that sent cold shivers down the American back, when the Spaniard was on the high seas, was a small matter to what would happen if the navy of Japan started out to do business. (Two more big battleships and another bunch of *sinkers*, please.) This is the way we are fixed to meet the school situation in California.

That Japan should declare war because her children in the United States must obey the laws of a state of this nation seems absurd, yet, when a nation is looking for excuse anything will do. The treaty between

Japan and the United States does not cover the question. Good authority declares that the National Government has no control over the disposition of California's school funds. Good judgment will declare that it is not the business of Japan to say what our school laws shall be. People who move to America ought to take the laws as they find them. So long as the Nation does not prohibit the Japanese from educating their children wherever else they like, it is none of their business what the State does for their education. The conditions were fixed before they reached America. What school taxes shall be levied and how they shall be used ought to be our own business.

It is said that any charge that Japan is attempting to dictate to this country how the schools shall be managed, is absurd. If it is, what has all the fuss been about? Why is a settlement proposed that gives the entire question to the pleasure of Japan and at that without knowing whether the Japanese Government will accept it. Why the hurry and bustle, confusion and humiliation, if there is no need or cause?

---

## The Public Won't Stand For It.

---

If there is anything that is supposed to give one a fearsome feeling it is to be gravely informed that "the public will not stand for" some project he has in contemplation.

This statement is supposed to be a horrible threat to throw at the head of any man, or set of men, who purpose to do something that does not directly take all of the people into the proposition.

The "public" is a peculiar proposition. Technically it means all of us, but specifically it means, in this sense, all of those who are not directly concerned in a particular project in which only a part of the "public" is concerned.

The public demands that certain things be done regardless of the opinions and rights of a part of the public whose inter-

ests and rights must be sacrificed to suit the whims of the general public.

There is a thought suggestive of the doctrine of state rights in this "public won't stand for it" idea when it gets too far away from the rights of the individual, in its effort to make all things conform to the notion of what the rest of the people want.

In the general sense the public is that part of the people who not being directly interested in any certain proposition, stand off side and threaten those who have it in charge, by some vague threat that the exercise of the rights of a part of the public will not be "stood for" by the rest of the public.

The railroad organizations have been trying to get more money for the men in the railway service. Their work has not

been of the "get rich quick" character. It has been of the slow, deliberative, conservative kind that carefully calculates every inch of the ground to be covered. It is perfectly safe to say that hasty performance in these matters is not the rule. There is no extraordinary act contemplated without the full knowledge and sanction of the men. Even, when after months of conference with the companies and they fail to satisfy the employe, there is no untoward action that could be construed as unpremeditated. If the matter comes to a question of leaving the service, every step is carefully considered. The effect of being out of work, perhaps blacklisted; the sufferings of the families; the lost years of service and every disadvantage of a strike are carefully put before the men and the question, "Is it worth while?" is left to every man for his own decision. There is no feature on the dark side that is not fully understood and if a man believes he cannot afford to take the chances of leaving the service he can vote against the rest of the men doing so and no man can accuse him of cowardice, for none except the officer and committee in charge, will ever know how he has voted.

If the railroad organizations can get through this present demand for a chance to live according to relative differences between wages and the increased cost of living, without a strike somewhere, it will be wonderful.

In justice to the railway managers the JOURNAL believes that there is none who wants his men to quit. There is not a railroad company in this country that could operate its line if the men left the service in a body for, just for once in a hundred years, there are more positions than men. Railroads are pushed beyond capacity to handle their traffic but railway managers are like railway employes, there is some one higher up who demands that they do certain things and it is up to them to deliver the goods and if needs be there may be some who will have to fight to make an effort. We hope not. We know that there has not been a demand made for hours or wages that was unfair to the railroad companies.

The cost of living has advanced more than 40 per cent in the past ten years. The wage increases have not reached an average of 25 per cent, which leaves a difference of 15 per cent which has gone either to the employer, or the watered stock held by the "widows and orphans" who demand a return on their investment.

There has been a rumor here and there that the railway employes on a certain line would quit to enforce their demand for better wages. The press has been quick to denounce this statement and notify the men that "the public would not stand for anything of the kind. Business," they said, "was too heavy and the company could not spare its men to go on strike. It would be wrong for the men to leave their employers with so much traffic on hand, etc., etc."

This kind of stuff shows what a portion of the public assumes without taking into consideration the rights of the rest of the public. From what we know of the strike proposition, the busy time is the time to quit. A strike was never intended to assist the employer. If the men waited until he had closed out his business before they struck, the same far sighted public would call them fools, "who ought to know better than to quit when there were men waiting to take their places or when the employer could easily let them go."

The proper time to strike is when the employer needs the men the most. If it is necessary for the men to quit to secure living wages they have a right to quit and it is none of the business of the public to "stand for or against" what they do, so long as they do not interfere "with the interstate commerce law, the police powers of the state" and other numerous legal affairs that are omnipresent to tell the railway striker where to get off.

We respect the force of public opinion, when it is right. We always want the public with us, when we are right. But if it comes to the point where we are right and we have to go against public opinion in defense of that right, we will reserve to ourselves the right of self defense, the right to make enough wages to live like white men which means to keep wages in line with the advanced cost of living.



The public, usually, is a selfish proposition. It demands that the public, itself excepted, conduct its affairs so that the public may not be inconvenienced. As a reward for its general good nature the majority of this great demanding public is working for the same wages it received fifteen years ago. The public ought to wake up, turn over, it has been sleeping on its back too long, and get in line with the proper enforcement of fair demand for better conditions and try to get something for itself. It is high time

the general public demanded a chance at the porterhouse and fixin's and left its soup bone and liver diet.

Old Commodore Vanderbilt was accused of saying "the public be damned." The Commodore, doubtless, to his mind, had good reason. It has been a popular thing to "baste" him for saying it. The way he said it was irritating, we admit, but there are times when the public is irritating enough to make some of the rest of us feel less unkind toward the Commodore.

---

## Rockefeller Invests A Few Millions.

---

Personally, the JOURNAL does not propose to attack Mr. Rockefeller but, rather the methods for which he stands and endeavors to perpetuate by bestowing liberally from the millions he has been able to get together by sharp practices, alleged criminal performances and monopolistic privileges, enjoyed by his corporation familiarly known as Standard Oil.

As a type of the modern business man, Mr. Rockefeller can stand alone. His successes are phenomenal and his business interests are so powerful and far reaching that not one of us, perhaps not even himself, can appreciate what it means to absolutely control certain lines of business and be a powerful agent in every affair that offers opportunity for profitable investment. The United States has declared that the business methods of his chief concern are dishonest. The absolute control of petroleum and all of its by products have given his company absolute domain over the business in this country. It is within the province of Standard Oil to raise or lower prices at will. Through this combination of authorized right to sell his goods for what he can make the consumer pay, Mr. Rockefeller can give away a million dollars today and make the people who buy oil or any of its by products make it good to him tomorrow.

Whenever Mr. Rockefeller feels generous enough to give away money that he has

taken from the rest of us, he does so without hesitation because he knows he can get it back as soon as he needs it.

Within the past two years Mr. Rockefeller has given away \$43,000,000.00 to the cause of education. This looks big and imposing and if it were not for the fact that he "strong armed" it away from the rest of the people, it would be as big as it looks. The truth of the matter is, Mr. Rockefeller has collected this amount from the oil producers and consumers, taken his commission and turned a part of it over to an educational commission for the perpetuation of the belief in the right of predatory capital to make an honest living.

Mr. Rockefeller has just handed over \$32,000,000.00 to an educational committee to be given to the colleges, under his direction, for their benefit. This is in keeping with the ideas of the late Dr. Harper to establish a chain of colleges similar to the University of Chicago, Mr. Rockefeller's chief beneficiary for several years past.

To say that this gift is wrong would be not stating the case fairly, to Mr. Rockefeller. It is in the nature of an investment for the defense of the rest of his wealth. It is an insurance on the business affairs with which he is identified and taken as a straight business proposition it promises to be as good an investment as Mr. Rockefeller usually makes.

It will be remembered that this amount is to be donated or divided among the colleges under direction of Mr. Rockefeller or his son. It can be accepted as fact that there will be no college teaching economics of the dangerous brand to the trust idea that will receive any of the interest bearing securities to assist it along.

This great sum is not in currency, but in interest bearing securities. Any college that receives a gift of this kind will always be interested in the value and earning power of these securities. The first attempt to bring the concerns thus "secured" under governmental, or state, regulation will be met with the opposition of the institutions depending upon the earning value of Mr. Rockefeller's securities.

Mr. Carnegie, who is so afraid that he will die rich that he keeps right on living, takes this same precaution when he gives his millions for libraries, churches, and the like. Instead of giving currency he gives interest bearing securities and it is the business of the communities blessed by his beneficence to see to it that those securities do not depreciate in value. What better insurance could there be against the reforms of the future than to know there will be a

self defense argument introduced by the very people who demand regulation of corporations. How can a community afford to legislate away the benefits that are enjoyed by its widows and orphans or how can it deprive securities of their earning capacity by legislation when their revenues are needed to educate the youth of the land?

Mr. Rockefeller is a philanthropist, so is Mr. Carnegie, in the accepted sense of that term. The writer does not consider either of them entitled to any other credit than is given to a shrewd business man when he makes a safe investment.

Both of them are in position to encourage the payment of better wages through which millions of children could get a start in the rudiments of education that are now denied them because just such good philanthropists as Mr. Rockefeller will fight an employe for ten cents a day in wages to give that amount to an educational institution that is far, far beyond the reach of his employe's children. Mr. Rockefeller is not a philanthropist, he is all business. The proof? Within a week of the announcement of the donation, oil prices were given a boost and it will go right back to John D.

---

## States Only Can Control Child Labor.

---

The Judiciary Committee of the House of Representatives has said that Senator Beveridge has undertaken too much in his National Child Labor Bill for the reason that such questions, as the regulation of labor, the labor of women and children and other legislation affecting employment are not within the jurisdiction of the National Government, but are purely within the police powers of each State.

The intent of the Constitution has been pretty freely quoted to prove that Congress has no business to interfere with the rights, or wrongs, of the people of the states and it is held that it is the duty of each State to protect its own people as it best can.

The report of the House Judiciary Committee in part read:—

"It would be just as logical to argue that Congress can regulate the age, color, sex, manner of dressing, height and size of employes, and fix their hours of labor as to contend that Congress can exercise jurisdiction over the subject.

In the language of the Supreme Court of the United States, the lives, health and property of women and children engaged in labor are exclusively within the power of the states. The assertion by Congress of such power would destroy every vestige of state authority, obliterate state lines, nullify the great work of the framers of the Constitution and leave the state governments mere matters of form, devoid of power."

It cannot escape notice that whenever there is a disposition on the part of certain

members of Congress to do something for the general welfare of the people that there are plenty of authorities who bring forth the Constitution to prove that it cannot be done. References to the great work of the framers of this antiquated document, that has been the plaything of politicians and judges for many, many years, are made to do duty and serve as excuse for every attack that is made on progressive legislation.

The question of child labor has become one of great moment within the past few years. The abuses of privilege that have been the means of bringing this question to every man and woman who is awake to the conditions that surround child and woman slavery have created a demand for remedy that cannot much longer be disobeyed and in this declaration in defense of "state rights" there is merely another excuse for delay that will impede the enactment of remedial legislation.

The doctrine of state rights is a much discussed proposition and it has been dragged forth within the past three months and made to serve its purpose regardless of which way it is used. In the South the right of the State to override the immigration law and encourage violations has been conceded by the Government. At the same time the Government has made a stand on the claim that California has no right to control her educational institutions if they interfere with National arrangements. This, too, in face of the fact pointed out by ex-Secretary Olney that the Japanese treaty provides that State rights cannot be changed by any treaty provisions.

The states do not pretend to interfere with any general rules, regulations or laws controlling interstate traffic until these questions relate to the protection of employes against injury and death. Then the fact is made plain that while all of the interstate business is not the business of any state, that whatever pertains to the employe is a matter for the state and not for the general government. The fact is that all of the people are interested in interstate traffic and the courts could not hold their own against public demand for uniform laws. When it comes to looking after the life or limbs of an employe there are not

so many interested and the courts, therefore, can easily distinguish a vast difference between the police powers of the states and the laws of the nation. The United States can protect a hog on a freight train, but it cannot protect a brakeman on that same train. The hog and his owner enjoy the same legal rights on a railroad that all hogs and their owners enjoy. The brakeman comes under the police powers of his state and gets little or no protection.

There are two proposed laws before Congress but neither will pass. One purposes to deny the right of inferior courts to pass upon the constitutionality of national legislation and the other gives the President the right to remove a judge for sufficient cause. As the law now is a judge would have to assault the constitution with a club and be guilty of treason, bribery or other high crimes before he could be touched. There are jurists who have taken refuge in this generous provision that protected them and have not been a credit to their high office. The propositions to deny them the right to declare upon the legality of a law and the power to remove them for being "obnoxious" merely reflect the condition of the public mind toward the bench. Both are legal impossibilities.

There is not a member of Congress but who realizes the impossibility of enacting state laws that will confer equal privileges on the people of the different states. Corporate greed, or its equivalent, will bring certain states to offer unusual advantages to employers, corporations, and others, that will prove a disadvantage to other states not having equally advantageous laws. Business will move to escape honest legislation if an harbor of privilege offers a safe anchorage elsewhere. The idea of National legislation is to create uniform conditions under which legislative advantage offered to one set of people will work to the advantage of those in another locality. It would insure equal privilege and opportunity that state legislation will never offer.

The purpose of the corporations and employers to fight national legislation can be seen in the report herein quoted. Congress still has the power to investigate.

# NOTES

*Send us a photograph of every wreck you can, giving cause, number injured and killed, etc.*

\* \* \*

**WANTED.**—To know the address of Walter Glarby. Address Wm. Glarby, No. 368 Second Ave., Milwaukee, Wis.

\* \* \*

**WANTED.**—The address of O. R. McNair, last heard of in Kansas City, Mo. Address F. W. McNair, Unity Station, Pa.

\* \* \*

**WANTED.**—The address of A. S. Andrews, formerly of Lodge No. 30. Address H. C. Jones, No. 228 S. Second St., Raton, N. Mex.

\* \* \*

**WANTED.**—The address of A. C. Avery, member of Lodge No. 40, last heard from at Minneapolis, Minn. Address L. F. Avery, Box 200 Sidney, N. Y.

\* \* \*

**WANTED.**—To know the whereabouts of N. A. Steavens, formerly a member of Lodge No. 666. Address J. A. Tyler, No. 509 N. Grave St., Marshall Tex.

\* \* \*

**WANTED.**—To now the whereabouts of John Ronan; left Denison, Tex., two years ago. Address Mrs. John Ronan, No. 815 Chestnut St., Denison, Tex.

\* \* \*

**WANTED.**—To know the whereabouts of William Walsh, of Lodge No. 244, last heard of in Bridgeport, Conn., in November, 1906. Address John J. Burns, Lodge No. 476.

\* \* \*

**WANTED.**—To know the whereabouts of John W. Koehler, formerly of Lodge No. 689. Last heard from at Denver, Colo., June, 1906. Address Financier Lodge No. 689.

\* \* \*

**WANTED.**—To know the whereabouts of R. Bixby, last heard from was braking on the C. & G. W. Ry., out of Dubuque, Iowa. Address Elmer Carlin, No. 201 E. Main St., Clinton, Ill.

\* \* \*

**WANTED.**—To know the whereabouts of M. J. Kevin, member of Lodge No. 323. Last heard of working at Dalhart, Texas, on the Rock Island. Address A. C. Hill, E. Las Vegas, N. M.

\* \* \*

**TWO HARBORS, MINN.**—Lodge No. 339 is admitting new members at every meeting. The yards are working more engines than is usual at this time of the year, and in consequence, everything is booming for us.

W. L. GATRELL.

**MANISTEE, MICH.**—Lodge No. 664 is getting along nicely and with good prospects for the year. Our membership is increasing right along and we are favored with very many visitors.

JOHN LEITCH.

\* \* \*

**WANTED.**—To know the whereabouts of M. D. Cook, member of Lodge No. 212, last heard of he was working in Colorado. His parents are getting aged and are anxious about him. Address Financier, Lodge No. 212.

\* \* \*

**WANTED.**—The address of T. J. Harris, last heard from at Columbus, Ohio. Was with the Hocking Valley Railroad Co. as yard master. Address David Harris, No. 617 Churchill St., McKees Rocks, Pa.

\* \* \*

**BUCYRUS, OHIO.**—Crawford Lodge No. 282 of the Auxiliary is not very large in membership, but has a fixed determination to do everything it can to become one of the best lodges in the organization.

SECRETARY.

\* \* \*

**KENTVILLE, ONT.**—Lodge No. 723 is getting the men just as fast as they are eligible, and is blessed with a splendid set of officers, who make the meetings very interesting. Everything is doing nicely and promises well for the year.

M. WILLIAMS.

\* \* \*

**LOWELL, MASS.**—Lodge No. 233 is enjoying splendid meetings under the direction of its new officers and is getting along very nicely. We have a large class ready for initiation, and we hope that all of our members will do everything they can to keep the initiation work going during the year.

M. W. MURRAY.

\* \* \*

**RUTLAND, VT.**—Lodge No. 297 has about reached the one hundred mark, and is receiving applications at every meeting. Our brothers deserve to be thanked for their good attendance at meetings and for the interest they take in behalf of the organization.

E. F. BUTTERFLY.

\* \* \*

**THE CYPHERS INCUBATOR COMPANY**, Buffalo, N. Y., has issued a splendid book entitled, "How to Make Money With Poultry and Incubators." This book will be sent to any reader of the JOURNAL who will write the company, mentioning the name of this JOURNAL.

\* \* \*

OUR readers will no doubt be pleased to welcome Messrs. Crofts & Reed back to our advertising pages, as they were so highly recommended to

us a little more than a year ago by Brother W. M. Clark, Grand Junior Conductor, at that time Chief of Division No. 1, and Brother C. H. Warren, Secretary of that division, both members of the O. R. C. This excellent firm has customers on its books who have bought constantly from it all the time it has been in business, about eighteen years. This certainly speaks well for the quality of their goods and premiums. We are sure our readers will be exercising good judgment and saving good money by buying soaps, flavoring extracts, coffees, teas, etc., from this house.

\* \* \*

**THE WORKINGS OF THE RAILROADS**, by Professor Logan G. McPherson, Johns Hopkins University. This is a practical, well written book on railway construction, administration and operation, intended for the use of every person who desires practical information on the subject of railway operation. Henry Holt & Company, New York.

\* \* \*

**CHAFFEE, Mo.**—Lodge No. 656 is getting close to the one hundred mark and the year looks very promising for our organization. Old and young employes are coming to us for applications, which is exactly the contrary to what it has been. We have a nice hall and well attended meetings.

JOHN RAINY.

\* \* \*

**EAST ST. LOUIS, ILL.**—Maine Lodge No. 545 recently initiated a class of thirty-five, secured by Deputy Grand Master H. A. Adams of Lodge No. 577. After the meeting a banquet was held, at which several excellent talks were made on the good work of the Brotherhood.

F. H. LENTZ.

\* \* \*

**ISLINGTON, OHIO.**—Brother Kilgore, of Lodge No. 578, organized our lodge on January 13th. We have every eligible man in the lodge and expect to keep everybody in line in the future who happens to come our way. We are very well pleased with our officers and the attendance at our meetings.

AGENT, Lodge No. 756.

\* \* \*

**SOMERSET, KY.**—Lodge No. 422 received a new contract from its Grievance Committee for a New Year's present. Our boys are very well satisfied with it and it is to be hoped that all of them will get to work to bring in the non-members, who should belong to our lodge.

F. S. SHEARER.

\* \* \*

**FORT MADISON, IOWA.**—Lodge No. 519 has all of its members very busily employed, and a number of men who formerly could not see anything good in the B. of R. T. are now coming to us. The Auxiliary lodge is getting along splendidly. Everything is promising for the year, and our members are all enthusiastic in the work for their lodge.

ED. WORKMAN.

\* \* \*

**WANTED.**—The address of William H. Kerri-gan and E. Osborn, who were formerly in the employ of the Staten Island Rapid Transit Co., and were witnesses to an injury sustained at Cranford

Junction, N. J., on May 24th, 1906. Any information will be gladly received by N. T. Donegan, No. 77 Montgomery Ave., Tompkinsville, N. Y.

\* \* \*

**PITTSBURGH, PA.**—All of the members of Lodge No. 189 are interested in behalf of their lodge and are ready to co-operate with their officers in taking care of its business affairs. The lodge is growing nicely and it is to be hoped that all of our members will pay strict attention to having every eligible man on the rolls of the lodge.

PATRICK KEARNEY.

\* \* \*

**MARSHALL, TEXAS.**—Lodge No. 666 is doing very nicely and looks forward to a very prosperous year, and an exceptionally large membership on the T. & P. The majority of our officers are employed in the yard, and we expect that they will be able to attend to all of our business more promptly than if they were otherwise employed. I hope that all of our members will work together for the good of the organization.

R. EDMONDSON.

\* \* \*

#### LEGISLATIVE BOARD OF ILLINOIS.

The Legislative Board of Illinois has taken up the work of securing legislation in that state in a determined manner. The principal bills that it has agreed to support are:

A Fellow Servant Bill,  
A Sixteen Hour Rest Bill,  
and  
A Full Crew Bill.

\* \* \*

**CONNEAUT, OHIO.**—Lodge No. 259 has initiations at every meeting. All of the Nickel Plate boys are busy, and it is to be hoped that every member will give his full attention to the work of the lodge. There is no need for any of our boys to be on the "Wood Box" committee to find fault with what is being done.

We are looking for more money and better working conditions. All visiting brothers are assured a hearty welcome if they will come our way.

J. C. FLACK.

\* \* \*

**SAN JOSE, CAL.**—Lodge No. 774 is a lodge composed entirely of yard men, having fifty-four members out of a possible sixty-five. All of our members are fully alive to their obligations, and are ready to do everything necessary to advance the interests of the organization.

We had a little dinner, not long ago, and a number of prominent members of the lodges on the Coast were in attendance. Brother Tom Fulton acted as toastmaster, and we enjoyed a splendid time.

CHAS. P. WILSON.

\* \* \*

**MCCOOK, NEB.**—Lodge No. 487 has ten new members in sight. Our lodge meetings are very nicely attended, and we are favored by the attendance of a number of visitors at almost every meeting. This town is maintained by railroad men, and we ought to have a good JOURNAL list, but the most of them refuse to subscribe. I made a report to the members of our lodge, and told them which of

our business men would not give their support to the organization. I trust that our members will be equally generous with their merchants.

JOURNAL AGENT, Lodge No. 487.

\* \* \*

### CIRCULARS.

The JOURNAL calls the attention of its readers to the fact that various firms use the Directory for the purpose of getting circulars to the lodges, advertising their products. We hope that our members will pay no attention to circulars of this kind. It is a cheap way of placing their goods before the members of this organization by saving the cost of advertising in the JOURNAL. Pay no attention to circulars of this kind, and it might not be out of place to advise a few of the senders that circulars of the kind are useless.

\* \* \*

ASHEVILLE, N. C.—We are getting the members into Lodge No. 503 as fast as they are eligible. We lose all of the men who are promoted, because they go to the O. R. C. as soon as they can get to it, but we have no objections to their going if they want to.

The difference in conditions since the organization has come into this country is very noticeable. Everything is so much better than it was before. It is to be hoped that our members will not forget to attend meetings, and all other affairs in which the organization is interested. The well attended meeting is always so much better than the one that is not.

W. B. SORRELL.

\* \* \*

### LOST.

The following articles herein mentioned as lost, if found, will please be returned to the Financier of the lodge of which the loser is a member:

J. S. Savely, Lodge No. 898, traveling card for the month of February and receipts for about three years; receipts from Lodge No. 570 and No. 898.

Frank Nelson, Lodge No. 242, receipts, ten dollars and a meal book on Kinner Hotel, at Freeport, Ill.

C. A. Remington, Lodge No. 807, receipt case, containing receipts, service letters and other belongings.

W. D. Hilton, Lodge No. 58, receipt book containing receipts for the past six months; also February receipt.

R. L. Holser, Lodge No. 532, B. R. T. receipts from May, 1906, to February, 1907, three meal tickets, thirty-five dollars in money and two clearances.

\* \* \*

## Correct Addresses For New Members.

The officers of the subordinate lodges are requested to be very careful in getting the correct address of each new member on Form 181.

After the admission of the new member is duly recorded in the Beneficiary Department, Form 181 then goes to the JOURNAL Department, where the address of the member is taken from it. If the address of each member is correct on Form 181,

it will insure the prompt delivery of the JOURNAL. When no address is given, it requires the JOURNAL Department to write to the Financier for the information, and it is sometimes delayed. In any event, it causes a decided delay in getting the JOURNAL to the new member, and usually causes considerable dissatisfaction.

The attention of the officers is called to this request, with the hope that it will receive due consideration.

\* \* \*

## Business Subscribers Received For February

Under this head the JOURNAL will print once the name, business and business address of each business firm, or, of each person in business for himself, or, representing a business firm as its agent who subscribes for one year. The idea is to inform our readers who among their businessmen have subscribed and to recommend to them the fairness of giving their patronage to those who have patronized the JOURNAL.

### PITCAIRN, PA.

Received from S. N. Brown, Lodge No. 489:

D. C. Feather, Dry Goods and Shoes, Center ave.

Pearce & Jones, Furniture, Broadway.

J. O. Wilson, Dry Goods, Broadway.

A. B. Lear, Barber, Wall avenue.

F. E. Lambie, Milk Depot, 2nd street.

Solof's Department Store, General Dry Goods, Broadway.

Harvey & Cutchall, Gents' Furnishings, Broadway.

J. R. Tilbrook, M. D., 3rd street.

Low & Dugan, Plumbers, 2nd street.

W. L. Daugherty, Undertaking, Broadway.

Geo. G. Shultz, General Store, Broadway.

T. A. Russell, Undertaking, Broadway.

M. D. Salyards, Hardware, Brinton avenue.

D. F. Salyards, Livery and Feed, Brinton ave.

P. D. Morrison, Meats, 2nd street.

### STEWART'S STATION.

R. A. McCall, Merchandise.

### CRANBROOK, B. C.

Received from C. McDonald, Lodge No. 585:

E. H. Small, Cosmopolitan Hotel.

Beattie & Atchison, Stationers.

Clapp & Rollins, Wentworth Hotel.

S. J. Mighton, Pool and Cigars.

Arnold & Roberts, Insurance.

C. E. Reid & Co., Drugs and Stationery.

Dan McDonald, Manitoba Hotel.

### CRESTON, IOWA.

Received from L. E. Shaw, Lodge No. 12:

Frank Pennington, Barber and Cigars.

Craft Clothing Co.

### OTTUMWA.

Howard Herr, Manager Ottumwa Telephone Co. Swenson Bros., Tailors.

### WICHITA, KAS.

Received from J. B. Moore, Lodge No. 356:

Clint Roland, Shoe Repairing, 107 W. First.

## STANBERRY, MO.

Received from C. L. Wilson, Lodge No. 562:  
F. A. Parker, Club Barber.  
S. S. Fredwick, The Harness Man.  
James Mulholland, "Jim's Cafe."

## MACON, GA.

Received from A. B. West, Lodge No. 376:  
Rees & Armstrong, Jewelers, 3rd street.  
Home Savings Bank, Cherry street.  
Wood-Peavy Furniture Co., Cherry street.

## TORONTO JUNCTION, ONT.

Received from T. J. Curran, Lodge No. 255:  
John Baird, Real Estate.  
T. J. Sheppard, Clothing and Furnishings, Dundas and Medland.  
G. W. Curavo, Barber, 33 Dundas, West.  
Whetter Bros., Butchers, 137 Dundas, West.  
Padgett Bros., Grocers, 123 Dundas, West.  
Bank of British North America, Dundas street.  
J. H. Leflar, Avenue Hotel, 305 Dundas street, West.

Beattie Cartage Co., 16 Medland.  
C. F. Wright, Newspaper Agency, 44 Dundas, West.

D. Sanders, Furniture, 10 Dundas, West.  
E. Butler, Plumber and Gas Fitter, 113 Dundas, East.

Wm. Rolph, Harness Dealer, 116 Dundas, East.  
C. Broad, Grocer, 17 Dundas, East.  
Henry Yeats, Grocer, 149 Dundas, West.  
Dr. L. G. Smith, Dentist, Pacific and Dundas.

## PONTYPOOL, ONT.

Hill & Williamson, Merchants.  
C. Perrin, Merchant.

## HAVELOCK, ONT.

J. V. A. Coon, Merchant and Baker.

## POCA, W. VA.

Received from W. I. Spafford, Lodge No. 398:  
S. F. Counts, Groceries and Notions.  
Lawrence B. Walker, General Department Store.  
James G. Mathews, Barge Builder.  
John C. Dewbel, Up-to-Date Barber.

## ILLINOIS.

## KEMPTON.

Received from Geo. J. Timms, Lodge No. 700:  
Dr. W. G. Ross, Physician and Surgeon.  
Chas. Jackson, Barber.  
J. A. Kittle, Grocery.

## GRAYMONT.

L. B. Slyder, Grain Buyer.

## FLANAGAN.

Dr. J. W. Zinn.  
G. E. Rohrer, Restaurant and Confectionery.

## PONTIAC.

W. E. Herbert, Superintendent of Schools.

## CHICAGO, ILL.

Received from J. S. Cusick, Lodge No. 4:  
Dr. Don S. Harvey, 9154 Commercial avenue.

## GREENVILLE, TEX.

Received from R. G. Meade, Lodge No. 605:  
Harry Brown's Pool Hall.

## SALEM, ILL.

Received from C. E. Stanford, Lodge No. 675:  
Al Fortner, Jeweler and Watch Inspector, C. & E. I. Railway.

## BAY CITY, MICH.

Received from C. O. Gunn, Lodge No. 147:  
Standacher Bros., 408 N. Henry.  
Peter Hayes, The New Clifton Hotel.  
L. Burner, Barber, 321 Marquette avenue.

## WINDSOR, ONT.

Received from Chas. Veech, Lodge No. 415:  
R. Unsworth, Western Hotel.

## LONDON, ONT.

J. T. Fortner, Barber, Dundas street.  
J. H. Welkey, Grocer, 537 Ontario.  
D. T. Kilgour, Drug Store, 806 Dundas, E.

## DETROIT, MICH.

J. Martin, Saloon, 1517 Brush.

## LAFAYETTE, LA.

Received from C. E. Harnisch, Lodge No. 317:  
L. F. Salles, Manager Gordon Hotel.  
Chopin & Tousell, Groceries.

## BALTIMORE, MD.

Received from H. E. Eaton, Lodge No. 124:  
J. W. Cole, Tobacco, 421 N. Calvert.  
McDonald's Exchange, Restaurant, 1417 Maryland.

Mrs. C. W. Street, The Rocks, Harford Co.  
Edward Zisset, Restaurant, 403 North.

## WELLINGTON, KAS.

Received from W. C. Simmons, Lodge No. 280:  
Lamb & Son, Feed Mills.  
Garland & Knowles, Meat Market.  
T. C. McIntire, Barber Shop and Bath Rooms.  
French, Hotchcock & Son, Furniture.  
J. M. Lingenfelter, Sheriff Sumner County.  
Geo. H. Crouse, Plumbing, Fitting and Bath Supplies.

H. T. Smith, Drugs and Wall Paper.  
Lenning Furniture Co., Furniture and Stoves.  
Jacob Engles, Dry Goods.  
G. R. Lohr, Confectionery.  
Sayler & Meyer, Clothing.  
Frambers & Brumley, Groceries.  
C. W. Cox, Pool and Reading Room.  
Glamon Bros., Coal and Ice.  
L. E. Barbour, Lumber and Coal.

## PAMPA, TEXAS.

Dr. V. E. Brunow, Physician and Surgeon.

## EAST LAS VEGAS, N. M.

Received from H. L. Starr, Lodge No. 77:  
M. Greenberger, Boston Clothing House.

## UTE, IOWA.

Received from A. H. Green, Lodge No. 247:  
C. P. Downing, Grain and Live Stock.

## SAN ANTONIO, TEXAS.

Received from M. J. Garvey, Lodge No. 52:  
G. T. McCrone, Saloon, 803 Avenue D.  
Frank Sommers, Saloon, 405 10th street.

## BELLVILLE, TEX.

Schanerhammer & Roenich, Saloon.

## COVINGTON, KY.

Received from G. A. Morgan, Lodge No. 345:  
Henry Staggenborg, Wines and Liquors, 1923  
Madison avenue.

Jos. Nipper, Wines and Liquors, Twelfth and  
Spring.

F. M. McDonald, Lumber, Shingles, Sash, Doors,  
etc., Sixteenth and Madison.

The Busse Brick Co., Building Brick and Flower  
Pots, N. E. corner Seventeenth and Madison ave.

A. L. Nordheim, Hardware, etc., 1930 Madison  
avenue.

John A. Fisher's Sons, Electrical Contractors and  
Hardware, 1046 Madison avenue.

Wm. F. Gillham, Coal and Coke, Tenth and  
Washington.

Jos. Brosmore, City Jailer, City Jail.

W. E. Gunn, City Engineer, City Hall.

Frank Drogie, City Clerk, 1520 Greenup.

H. Klosterman, Cafe, 149 W. Seventh.

Wm. Krantz, Cafe, Pike and Russell.

John Lemker, Saloon, Sixteenth and Madison.

## CINCINNATI, OHIO.

W. H. Hind, Furniture and Carpets, 210 W.  
Fifth.

## TUCSON, ARIZ.

Received from F. B. Hurlbut, Lodge No. 460:

R. C. Sandel, Skating Rink.

Dr. R. A. Aiton, 108 N. Stone avenue.

Reilly Undertaking Establishment.

Tucson Lumber Co.

Gardiner, Worthen & Goss.

F. Roustadt & Co.

Dr. Alex Gould.

Zellner Piano Co.

Estil, Winson, Skinner & Co.

Boyd & Thresher, 143 McCormick.

Congress Hall Cafe.

San Augustine Hotel.

Dr. Crupin.

C. F. Slack, Mayor.

The Pilsener, 109 Ninth.

Pioneer Auto Co.

R. D. Wooddell, Club Stables.

Branmen & Hanney, Clothing and Furnishers.

## ALAMOSA, COLO.

Received from W. E. Hawkins, Lodge No. 401:

Myron Wilkins, Feed and Livery Stables.

## MEDFORD, OKLA.

Received from W. L. McPherron, Lodge No. 92:

Paul Schwartz, Schwartz Hotel.

## BROOKFIELD, MO.

Received from C. E. Marcellis, Lodge No. 19:

Dr. C. V. Sidener, Dentist.

C. Clarkson, Meat Market.

Gus Tooey, Groceries.

Nicholas Catechakis, Brookfield Candy Kitchen.

D. P. Howard, Physician.

L. W. Rummell, Gents' Clothing.

C. C. Armstrong, Meat Market.

## JACKSON, MICH.

Received from L. W. Swick, Lodge No. 121:

J. Maher & Co., Meat and Groceries, 1802 E.  
Main.

C. M. Smith, Groceries, 1814 E. Main.

Dewey Drug Co., 117 S. Mechanic.

C. L. Babcock, Meat Market, 1404 E. Main.

W. J. Carveth, Bar, 1199 E. Main.

J. H. Devine, Grocer, 213 Deyo.

Wm. Whalen, Grocer, 715 E. Main.

## WATERTOWN, N. Y.

Received from Wm. Snodgrass, Lodge No. 480:

The Empire Shoe Co.

## MILWAUKEE, WIS.

Received from J. J. Zuest, Lodge No. 128:

Geo. Garens & Co., Gents' Furnishings, 2812  
North avenue.

Fond du Lac Avenue Fuel Co., 3308 Fond du  
Lac avenue.

F. Wendt, Grain Elevator, Thirtieth and North  
avenue.

## ALLENTOWN, PA.

Received from F. A. Michael, Lodge No. 346:

Dr. R. E. Albright, 135 S. Fifth.

## CALDWELL, KANS.

Received from W. L. McPherron, Lodge No. 92:

J. H. McCanna, Jenkins Hotel and Cafe.

## ROSEBURG, ORE.

Received from C. C. Nielson, Lodge No. 314:

H. O. Wilkinson, Model Cafe.

## ASHEVILLE, N. C.

Received from W. B. Sorrell, Lodge No. 503:

Asheville Steam Laundry, 44 West College.

Knight Littrell Co.

Piedmont El. Co., Box 483.

Arthur M. Field Co.

Noland, Brown & Co., 16 Church.

Whitlock, Clothing House, 41 Patton avenue.

Hotel Burkeley.

Nichols Shoe Co.

Mustin-Robertson Co.

Asheville Grocery Co.

John Ward, Crescent Saloon.

Marstetter & Co.

Mountain City Steam Laundry, 30 N. Lexington  
avenue.

McConnell Bros.

The Gazette-News.

Singer Sewing Machine Co., 6 Pack Square.

Baird & Baird, 370 Patton avenue.

Hyatt & Felmet Co., 34 Roberts.

J. R. Tredaway Co., 2 Roberts.

Asheville Milling Co.

Burton & Holt, Patton avenue.

The Thompson-Brannon Co., 52 Patton avenue.

Ward & Clavens, Patton avenue.

Carrie N. Brown, Laundry.

Brown-Miller Shoe Co., 47 Patton avenue.

Grein Bros., 45 Patton avenue.

Wachovia Loan & Trust Co.

The Battery Park Bank.

H. Redwood & Co., 7 and 9 Patton avenue.

The Blue Ridge National Bank, Pack Square.

The Guarantee Shoe Co., 4 S. Main.

O. E. Stone Clothing Co., 26 and 28 S. Main.

Asheville Hardware Co.

Boston Shoe Store.



## CHADRON, NEB.

Received from Geo. P. Scott, Lodge No. 190:  
 Hayward Shoe Co.  
 G. P. Washburn, Jeweler.  
 H. F. Maika, Druggist.

## OHIO.

## ASHTABULA.

Received from R. M. Lomax, Lodge No. 84:  
 John Kirk, Barber Shop, 56 Depot.  
 Sperro Papageorge, Erie Sugar Bowl, Main st.  
 E. V. Cole, Health and Accident Insurance and  
 Real Estate, Ficking Block, Main street.  
 Dr. G. S. Nazar, Osteopath, 187½ Main.  
 C. R. Canfield, Druggist, 211 Main.  
 Dr. A. C. Peebles, Dentist, 171½ Main.  
 Dr. C. A. Thatcher, Dentist, 189½ Main.  
 Albert Henry, Fire Insurance, 212 Main.  
 O. L. Burpee, Life Insurance, 222 Main.

## LOWELLVILLE.

W. J. Lomax, General Merchandise.

## GRAND ISLAND, NEB.

Received from G. H. White, Lodge No. 134:  
 H. P. Hansen, the Grocer, 220 E. 4th.  
 F. I. Olsen, Groceries, 201 E. 4th.  
 Palace Livery and Hack Barn, 219 E. 3rd.  
 Dr. H. D. Boyden, corner 3rd and Pine.  
 N. I. Augustine, Barber, 119 E. 3rd.  
 Singer Sewing Machine Co., 110 E. 3rd.  
 G. J. Baumann, Photographer, 105 E. 3rd.  
 Puritan Barber Shop, 110 N. Pine.  
 The Onyx Saloon, Chas. Pieper, Proprietor, 112  
 N. Pine.  
 Fred Hald, Commercial Printer, Pine street.  
 Puritan Cigar Co., 106 W. 3rd.  
 Southman & Schleicher, Saloon, 123 E. 3rd.  
 The Hart Gun Co., 103 E. 3rd.  
 Christ Ronnfeldt, Saloon, 107 E. 3rd.  
 Robert Haldeman, Livery and Feed Stable,  
 E. Front.  
 Grand Island Electric Co., 217 N. Pine.  
 J. J. Klinge, Saloon, 214 W. 3rd.  
 M. Renick, Confectionery, Cigars, etc., 112 No.  
 Locust.  
 Vienna Restaurant, H. Schuff, Proprietor, 119  
 N. Locust.  
 Klinge & Fossgreen, Ice Cream Parlor, 121 S.  
 Locust.  
 Little Shop, Big Biz, C. Hayes, Proprietor, 112½  
 S. Locust.  
 Nebraska Telephone Co., 3rd and Locust.  
 Dill & Houston, Real Estate, 117 W. 3rd.  
 Grand Island Book and Music Store, 104 W.  
 3rd.

## PENNSYLVANIA.

Received from J. M. Lentz, Lodge No. 137:

## ALLENTOWN, PA.

Dr. G. A. Flexer, Dentist, 737 Hamilton.  
 Allentown Drug & Manufacturing Co., 813  
 Hamilton.  
 Zellner Bros., Tobacconists, 521 Hamilton.  
 Hartman & Lanshe, Pianos and Organs, 527  
 Hamilton.  
 Schubert Music House, 31 N. 6th.  
 H. E. George, Cigar Manufacturer.

J. F. Horn & Bros., Florists, 20 N. 6th.  
 Lehigh Electric Co., 18 N. 6th.  
 Grand Union Tea Co., 633 Hamilton.  
 J. J. Hauser & Co., Boots and Shoes, 641 Ham-  
 ilton.

Gehring Bros., Cafe, 533 Hamilton.  
 Troxell & Uhler, Astoria Hotel, 19 N. 7th.  
 H. C. Desh, Cafe, 37 N. 7th.  
 E. Keller & Sons, Jewelers.

## HUMMELSTOWN.

J. N. Kilmer, Jeweler.  
 F. J. Albert, Baker.  
 S. B. Zearfoas, Plumber.  
 Nye & Conrad, Hardware.  
 T. D. Blessing, General Store.  
 F. T. Muth, Optician.  
 E. Z. Etter, General Store.  
 Dr. Nile Christ, Dentist.  
 A. D. Hoover, Cafe and Restaurant.

## CARLISLE.

Franklin Tea Co.  
 G. W. Rinesmith & Son, Stoves.  
 C. B. Wagner, Boots and Shoes.

## ST. CLAIR.

Israel Livear, Clothing.  
 The Schuylkill Supply Co.  
 Geo. Farne, General Store.  
 A. Rockman, Watches and Jewelry.  
 Mrs. Gorman, Boots and Shoes.  
 W. B. Lewis, General Merchandise.

## AUBURN.

F. L. Brown, Druggist.

## POTTSVILLE.

G. W. Brower, Baker.  
 B. F. Geist, Jeweler and Watch Maker.  
 W. F. Scheerer, Tailor.  
 L. C. Thompson, Hardware.  
 Fitch Shaffer, Clothier.  
 Bright & Co., Mine Supplies.  
 Safe Deposit Bank.  
 John Mootz, General Store.  
 H. Mallen & Son, Tailors.  
 W. J. Leifeld, Cafe.  
 John Raring, Shoes.  
 R. T. Coogan, Hatter and Furnisher.  
 W. Peiffer, Cigars and Tobacco.  
 R. C. Green & Son, Jewelers.  
 Rishel & Crosby, General Store.  
 F. X. Schram, Cafe.  
 Curry Bros., Watch Makers.  
 Philadelphia Dental Rooms.

## TAMAQUA.

Krell's Shoe Store.  
 Fleck Bros., Clothiers and Tailors.  
 Compton & Butler, Clothiers and Furnishers.  
 W. A. Peters & Co., Dry Goods.  
 W. Bischoff, Furniture and Undertaker.  
 John F. McGinity, Brewer.  
 D. Bensinger, Wall Paper, Books, etc.  
 Lutz & Scherer, General Store.  
 G. A. Halfeker, Dry Goods.  
 S. Livingstone, Big Store.  
 Seligman & Co.  
 F. J. Scheid, Dry Goods.  
 E. De Frehn, Cigars and Tobacco.

C. A. Haas, Dry Goods and Grocery.

The Great Five and Ten Cent Store.

John McPherson, Watch Inspector, Lehigh Valley R. R.

Ruttenberg Bros., Ladies' and Gents' Furnishers.

J. E. Kelley, Cigars, Tobacco and Groceries.

E. C. Griffith, Undertaker and Embalmer.

The Arcade Notions and Household Goods.

#### SHAMOKIN.

W. E. Stouffer, Jeweler.

#### SCHUYLKILL HAVEN.

Chas. Keller, Merchant.

D. M. Wagner, Undertaker.

W. J. Downs, Druggist.

E. F. Eiler, Musical Instructor.

Doutrich & Co., Clothiers.

P. F. Hoy, Grocery.

Beddall & Starr, Hardware.

M. Bowman, Dry Goods.

J. A. Hess, Barber.

H. J. Dohner, Boots and Shoes.

J. D. Mellon, Cafe.

B. Crossley, General Store.

S. Buchler, Cafe.

#### WARREN.

S. E. Allen, Boots and Shoes.

#### SALAMANCA, N. Y.

A. L. Babcock Co., General Merchandise.

E. F. Norton, Jeweler and Inspector.

J. B. Swan, Cigars and News Stand.

Dr. Forbes, Dentist.

A. Sanders, Meat Market.

Tony Maroney, Clothier.

S. S. Banton, Grocer.

J. A. Andrews & Son, Hardware.

Forness Bros., Pianos and Sewing Machines.

Schulz Bros., Tailors.

A. Glasser, Cafe.

A. D. Bedell, Manufacturer of Cigars and Tobaccos.

#### DETROIT, MICH.

Received from R. E. Morgan, Lodge No. 636:

C. R. Vezima, General Groceries, 185 St. Aubin avenue.

A. Turner & Son, Coal Dealers, 500 Monroe avenue.

Martz & Michels, Cafe, 538 Gratiot avenue.

P. Koenig, Coal Co., 458 Gratiot avenue.

A. McColgan Coal Co., 131 St. Joseph.

Standard Oil Co., 347 Leland.

A. Fensterwald, Clothing House, 67 Monroe avenue.

Geist & Son, Undertakers, 290 Randolph.

Dr. B. P. Brodie, 408 Washington Arcade.

#### PARKERSBURG, W. VA.

Received from H. R. Vance, Lodge No. 355:

Bryan & Speece, Men's Furnishers, 609 Market.

W. H. Fitch & Co., Standard Grocery, 617 Market.

Central Banking & Security Co., 615 Market.

Perkins Grocery Co., Market street.

C. C. Camden & Co., Gas and Electric Supplies, 714 Market.

O. J. Stout, The Druggist, 600 Market.

Morris Shoe Store, 512 Market.

Carney & Mullen, Furniture Store, 510 Market.

Feldner's Transfer Co., 8th and Avery streets.

C. H. Turner Co., Plumbers, Gas and Steam Fitters, 308 Julian.

R. Wild, Bakery and Confectionery, 115 Ann.

John Walker, Lunch Room, 207 Ann.

West Virginia Real Estate Co., second floor Union Trust Building.

J. A. Bee, Proprietor, Parkersburg Furniture Co., 101 3rd.

W. H. Smith, Hardware Co., 119 3rd.

N. Logan & Son, Meat Market, 720 7th.

J. Laskey, Dry Goods Store, 315 Market.

People's Credit Clothing Co., 711 Market.

Kerr's Studio, Photographer, corner 7th and Market.

Parkersburg Brewing Co., 670 7th street.

#### WOODWARD, OKLA.

Received from W. C. Simmons, Lodge No. 280:

John J. Gerlach, The Gerlach Bank, and General Merchandise.

#### CHICAGO, ILL.

John W. Gray, South and West Land Co., 954 Monadnock Building.

#### JOLIET, ILL.

Received from F. T. Hartman, Lodge No. 474:

Henry Leach & Son, Lumber and Coal, Maple street, near Jackson.

Gottz & McCarthy, Buffet, 217 N. Chicago.

Anderson & Wallach, Gents' Furnishings, N. Chicago street.

#### PITTSBURG, PA.

Received from W. H. Sutch, Lodge No. 225:

Geo. J. Henninger, Boots and Shoes, 3423 Butler.

Geo. Bich, Hotel and Bar, Penn. avenue.

#### MINNESOTA.

Received from W. L. Gatrell, Lodge No. 339:

#### TWO HARBORS.

J. P. Paulson, County Auditor.

Thos. Martin, City Treasurer.

#### DULUTH.

Columbia Clothing Co.

French & Bassett, House Furnishers.

Suffel & Co., Shoes.

J. Grusen, Druggist.

#### COLUMBUS, OHIO.

Received from H. F. Marsh, Lodge, No. 628:

G. F. Scholl, Nelson Shoe Co., 7 N. High.

F. G. A. Howald, Furniture and Carpets, 48-50 N. High.

C. E. Gallagher, Tailoring and Watches, 20 E. Gay.

Famous Clothing Co., 21 E. Gay.

J. B. Hendley, Grocery and Meat, 276 E. Long.

Columbus Drug Co., 736 E. Long.

Kinnison & Freshour, Barbers, 744 E. Long.

Whitney Strait, Hardware and Tin, 510 N. 20th.

T. J. Little, Bakery and Confectionery, 963 Mt. Vernon avenue.

G. H. Bay, California Wine Co., E. Long.

## AKRON, OHIO.

Received from Otto Stoll, Lodge No. 432:  
Hancock & Ritchie, Feed Store, 44 W. Exchange.  
Chas. E. Coffman, Coal Dealer, 45 W. Exchange.  
Moeller & Novatny, Merchant Tailors, 270 S. Main.

## CHICAGO, ILL.

Received from P. W. Hennessy, Lodge No. 750:  
Dr. F. T. Murphy, corner Lake and 40th ave.

## SIOUX CITY, IOWA.

Received from A. H. Green, Lodge No. 247:  
E. W. Clothing Co., corner 4th and Jackson.

## MCCOOK, NEB.

Received from G. F. Kinghorn, Lodge No. 487:  
M. B. Finity, Tea and Coffee.  
De Goff & Co., General Merchandise.  
Chas. Custer, Barber.  
W. C. Bullard, Lumber and Coal.

## PERRY, IOWA.

Received from H. Thompson, Lodge No. 86:  
Fred Ling, Stewart House.

## SHAMOKIN, PA.

Received from H. H. Reese, Lodge No. 541:  
Thos. Maher, Wholesale Liquor Store, 30 S. Market.  
C. L. Sowers, Dry Goods and Groceries, Market and Chestnut.

## SOUTH OMAHA, NEB.

Received from J. J. Gannon, Lodge No. 604:  
H. Guthrie, Meat Market, 1222 N. 24th.  
E. Hanson, Cafe, 341 N. 24th.  
Theo. Volz, Tailor, 423 N. 24th.  
F. Sandwall, Jeweler, 726 N. 18th.  
Omaha Cooperage Co., 36th and I.  
Geo. Briggs, Plumber, 323 N. 24th.  
E. V. Lorig, Loan Office, 2408 N.  
C. A. Melcher, Druggist, 23rd and F.

## DAUPHIN, MAN.

Received from J. F. Malloy, Lodge No. 748:  
T. N. Lloyd, C. N. R. Hotel.  
W. T. Greenside, Gents' Furnishings.  
W. H. Morrison, Druggist.  
J. A. Reid, Flour, Feed and Livery.  
R. F. Mills, Grocery and Crockery.  
R. Smith, Harness, Trunks and Valises.  
T. T. Malcolm, Druggist.  
H. M. Park, Watchmaker and Jeweler.  
A. Buie, King's Hotel.  
R. J. Malcolm, Hardware.

## ALTOONA, PA.

Received from W. C. Giarth, Lodge No. 174:  
Rudisill Bros., Jewelers, 1810 Eleventh avenue.  
Altoona Brewing Co.  
Received from J. W. Helman, Lodge No. 174:  
C. S. Bickel, Barber, 1811 Eleventh avenue.  
F. Bendheim, Gents' Furnishings, 1801 Eleventh avenue.  
Debarber Bros., Candies and Fruits, 1112 Eleventh avenue.  
J. P. Lafferty, Funeral Director, 1010 Chestnut avenue.

Dr. C. E. Hart, Dentist, Hutchison Building.  
C. T. Miller, White Hall Hotel.

One Price Clothing Co.

L. C. Keller, Aldine Hotel.

J. Haller, Eagle Bakery, 1208 Fifth avenue.

C. P. Reading, Tailor, 1814 Eleventh avenue.

Goodman & Levine, Clothing and Shoes, 1603 Eleventh avenue.

H. A. Hamel, Pool, Cigars and Tobacco, 1613 Eleventh avenue.

Rudisill Bros., Jewelers, 1810 Eleventh avenue.

## EL PASO, TEX.

Received from L. W. Mullen, Lodge No. 80:

Popular Dry Goods Co., S. El Paso.

Susen Jewelry Co., S. El Paso.

Cannon's Dry Goods Co., S. El Paso.

H. P. Jackson Grocery Co., S. El Paso.

Hixon Jewelry Co., San Antonio.

Snyder Jewelry Co., San Antonio.

Warck Pharmacy, San Antonio.

Jackson & Lea, Attorneys, El Paso Trust Bldg.

## KAMLOOPS, B. C.

Received from C. Anderson, Lodge No. 519:

F. E. Burns, Gents' Furnishings.

J. H. Clement, Druggist.

J. A. Scott, Barber.

W. J. Kerr, Jeweler.

J. Beaton, General Merchandise.

Ramsey & Phillips, General Merchandise.

A. La Pointe, Hotel Keeper.

J. O'Brien, Cafe.

L. T. Blair, Gents' Furnishings.

F. Rushton, Gunsmith.

Bank of Hamilton.

J. G. Noble, Restaurant.

J. Wilson, Tailor.

W. M. Campbell, Jeweler.

G. D. Brown, Barber.

Stevens & Allan, Groceries and Provisions.

Smith Bros., Book Store.

Dr. Burris, C. P. R. Surgeon.

## SUMMERLAND, B. C.

C. S. Stevens, Telephones.

## NORTH BEND, B. C.

W. Carse, Hotel.

J. Turner, Coal.

S. Henderson, M. P. P.

J. Lyons, Storekeeper.

## NEBRASKA.

Received from C. F. Hull, Lodge No. 184:

## GRAND ISLAND.

Decatur & Beigle, Boots and Shoes.

Henry Shuff, Vienna Restaurant.

## NORTH PLATTE.

Otto Weil, Restaurant and Cafe.

## BUFFALO, N. Y.

Received from A. B. Harkins, Lodge No. 187:

F. G. Hoehn, Hotel, 24 Court.

J. Dimmers, Cigars, Tobacco and Stationery, 167 Swan.

F. Havermond, Jeweler, 54 and 56 Seneca.

## PARSONS, KANS.

Received from J. E. Ludwig, Lodge No. 870:  
Wm. Sullivan, Druggist, 2128 Main.

## LANCASTER, OHIO.

Received from T. Pemberton, Lodge No. 76:  
E. Bletzacker, Furniture and Undertaker, 624 N.  
Brand.

A. Wittekind, Clothier, S. Maple.

## SALIDA, COLO.

Received from W. Henry Curtis, Lodge No.  
81:

J. B. Stevens, U. S. Barber Shop, First.  
W. H. Van Orman, Salida Transfer Co.  
W. D. Hatfield, Manager Crews-Boggs Mer-  
cantile Co.

Salida Lumber Co.

J. W. Lodge, Salida Livery Co.

E. H. Arenburg, Horseshoer.

Custer & Co., Canon City Coal Yard.

Salida Fuel Co.

E. E. Calvert, Joe Gideon Rye.

Louis Costello, Agent Lemp's Beer.

## REVELSTOKE, B. C.

Received from T. E. Root, Lodge No. 51:  
Reo Cigar Store.

## SALMON ARM, B. C.

Waterson & Lawrence.

## TEXAS.

## SAN ANTONIO.

Received from J. Appleby, Lodge No. 369:  
C. H. Skidmore, Real Estate, 203½ E. Houston.  
H. Garrison, I. & G. N. Lunch Counter.

## ENCINAL.

A. Campbell, Stockman.

## ROUND ROCK.

William Walsh, Proprietor Lime Kiln.

## AUSTIN.

E. Riddles, Cafe, 223 Congress avenue.

## LOS ANGELES, CAL.

Received from Tim O'Brien, Lodge No. 74:  
E. Bodecker, Saloon, 1462 San Fernando.  
J. B. Paul, Undertaker, 2031 Downey avenue.  
J. F. Haller, Barber, 1454 San Fernando.

## YUMA, ARIZ.

Hodges Bros., S. P. Hotel.

C. Gilroy, Saloon.

Alexander & Co., Grocers.

E. A. Ingram, Stag Saloon.

C. V. Meeden, Gem Saloon.

Yuma Drug Store.

Ketchersides Drug Store.

Johnson & Brooks, Hardware.

F. Kelso, Arizona Club Saloon.

W. H. Shorey, South Western News Co.

P. Monetti, Saloon.

Lee Monroe & Co., Old Plantation Saloon.

## ALTOONA, PA.

Received from W. C. Giarth, Lodge No. 174:  
Leopold & Bigley, 1123 Eleventh avenue.

## BALTIMORE, MD.

Received from A. M. Williams, Lodge No. 453:  
J. B. Meyer, Clothing and Gents' Furnishings,  
Charles and Cross streets.

Henry Wessell, Department Store, 1000 S.  
Charles.

Robt. Cherry, Wines and Liquors, 1021 S.  
Charles.

M. C. Hecht, Furniture and Carpets, 938 S.  
Charles.

T. E. Lowe, Hardware, Paints, Oils and Glass,  
402 E. Fort avenue.

A. Lapin, Head to Foot Outfitters, Light and  
Fort avenue.

E. Matusky, Jeweler and Optician, 1137 Light.

J. Haas, Merchant Tailor, 1084 Light.

A. C. Granis, Unique Shaving Parlor, 500 E.  
Fort avenue.

A. S. Day, Photographer, 1119 Light.

## TEXARKANA, TEX.

Received from H. E. Prior, Lodge No. 248:  
H. J. Hack, Barber Shop and Bath Rooms,  
Basement State National Bank Building.

## WEST FRANKFORT, ILL.

Received from D. S. Doty, Lodge No. 675:  
S. S. Whittington, Capital Bar, E. Main.

## MINNESOTA.

## NORWOOD.

Received from C. W. Straub, Lodge No. 512:  
Ed. Bauermeister, Reliance Elevator Co.

## PLATO.

J. H. Reiger, Plato Milling Co.

## GLENCOE.

A. Peters, Corner Restaurant.

Hatton & Pulrabels, Wines and Liquors.

John Skarolid, Ideal Restaurant.

## GRANITE FALLS.

J. K. Nellermore, McIntyre & Ingall Elevator  
Co.

## WEGDAHL.

E. J. Erickson, Myers Warehouse and Produce  
Co.

## MONTEVIDEO.

Terry Woods, The Grill Restaurant.

Ole Skramstad, Wines and Liquors.

## BIRD ISLAND.

Interior Lumber Co.

Ed. Reinhardt, Reinhardt's Elevators.

J. E. Esson, Farmers' Elevator.

F. A. Baarch, The Bird Island Rolling Mills.

## HECTOR.

A. B. Anderson, McGregor Bros. & Co., Lum-  
ber and Fuel.

Martin Fossland, Thompson & Fossland, City  
Dray Line.

John Hokanson, Hector Elevator Co.

Barry Bros. Milling Co.

S. Treanor, Columbia Elevator Co.

## BUFFALO LAKE.

Stearns Lumber Co.

## COLOGNE.

Mohrbacher Bros., Wines and Liquors.

Henry Klepperich, Palace Cafe.

## NEW YORK.

## ALBANY.

Received from Wm. Bozler, Lodge No. 565:  
 Mrs. Groelz, Cafe, 108 Fourth avenue.  
 R. Heimburg, Paints, 93 Broad.  
 F. A. Danker, Florist, 734 Central avenue.  
 F. N. Sill Co., Coal, 46 Grand.  
 The Doan Co., Clothing, S. Pearl and Beaver.  
 E. T. Dunn, Tailor, 15 Steuben.  
 Bedell, Corscaden & Youngs, Clothiers, Maiden  
 Lane and James street.

## PETERSBURG.

C. D. Hakes, Shoes.

## KINGSTON.

A. H. Cook, Hotel Ulster, Broadway and Rail-  
 road avenue.

A. M. Roos, Hotel Elk, Broadway.  
 Geo. Schryber, Railroad Restaurant.

## CATSKILL.

Wm. Kortz, Furniture, 124 William.  
 Frank Hasselman, Cafe, 387 Main.  
 D. Desantis, Barber, 43 Bridge.  
 Geo. Lee, Cafe, Bridge and Water.  
 W. M. Smith, Smith House.  
 Peter Welsh, Shoes, 371 Main.  
 Mr. Saulpaugh, Saulpaugh House.  
 F. E. Ryan, West Catskill Hotel.

## BRANDON, MAN.

Received from Thos. Hanwell, Lodge No. 394:  
 D. A. Reesor, Official Time Inspector C. P. R.  
 & C. N. R.

## BUCYRUS, OHIO.

Received from M. R. Haines, Lodge No. 59:  
 C. L. Quaintance, Grocer, 435 W. Warren.

## CHICKASHA, I. T.

Received from Chester Reniff, Lodge No. 532:  
 W. A. Sharry, Grocer, 1011 2nd.  
 J. L. Oline, Genuine Indian Curio Store.  
 R. Ench, Farmer.

## GRACEMONT, OKLA.

B. J. Heckman, Wines and Cigars.

## HOBART, OKLA.

R. P. Warwick, Cotton Dealer.  
 R. Brigman, Bus, Baggage and Transfer.

## ALDEN, OKLA.

L. E. Pruet, Farmer.

## OKLAHOMA CITY.

Dr. F. W. Brewer, Bureau Stock Inspector, 21  
 W. 5th.

## STOKES.

J. H. Blundell, Farmer.

## FORT COBB.

R. E. Tindall, Wines and Cigars.

## SAN JOSE, CAL.

Received from W. J. Parrish, Lodge No. 744:  
 Springs Store, Sta. Clara and Market.  
 Trinkler & Dohrmand, 165 S. First.  
 Conkling Grocery Co., 195 S. First.  
 P. Ford, Oakland House.  
 Millard Bros., 27 W. Sta. Clara.

Carmichel & Ballaris, 55-59 S. First.

Hoff & Kayser, 95 S. First.

Red Front Store, 133 S. First.

Kamber & Hayes Co., 179 S. First.

J. H. Levy & Co., 96 S. First.

L. O'Neil, Attorney.

E. Pezzalo, Eureka Hotel.

Mint Saloon, 12 S. Market.

E. E. Simpson, Telescope Hotel.

Brown & Kent, Alameda Palace.

G. Diefenbacher, St. James Barber Shop.

Palm Saloon, 103 N. First.

Geo. Koeber Sons, 74 W. St. John.

Rea & Bolwin, Cafe, 28 W. Sta. Clara.

City Store, Market and Post.

L. Hart & Son Co., Market and Sta. Clara.

King & Wood, Room 7, Auzerais Building.

Overland Restaurant, 29-31 N. First.

Ideal Tea Co., 17-19 E. Sta. Clara.

Phil Herold Shoe Co.

E. O. Dossee, San Jose Brick Co.

Eagle Brewery.

Mangrum & Otter, 78 E. Sta. Clara.

San Jose Water Co., 874 W. Sta. Clara.

## GLENN'S FERRY, IDA.

Received from Mrs. C. R. Taylor, L. A. No.  
 375:

W. F. Orr, General Merchandise.

C. I. Baugh, Drug Store.

D. W. Garby, Liquor Dealer.

## MONTREAL, QUE.

Received from Self:

N. S. Dunlop, Insurance Commissioner, Room  
 8, Windsor Sta.

## BARABOO, WIS.

Received from M. E. Pierce, Lodge No. 177:  
 Spangenberg Bros., Barber Shop, 114 Ash.  
 O. Alpeter, Bottling Works, 233 Maple.  
 Hood Bros., Editors "Baraboo Republic."  
 C. H. Evenson, Drugs, 309 Fourth avenue.  
 J. W. Davis, Coal and Wood, 918 Ash.  
 S. Goldfarb, Fruit and Confectionery, 416 Oak.  
 Dr. D. M. Kelly, 508 Oak.  
 Buckley & Taylor, Book and Paper Store, 512  
 Oak.

Fisher Bros., Druggists, 516 Oak.

J. E. Buckley, City Marshal.

The News.

Ed. L. Luckow, The Democrat.

Curry & Burt, Gents' Furnishings, 412 Oak.

C. F. Kindschi, General Merchandise, 420 Oak.

W. J. Power, Merchant Tailor, 410 Oak.

L. J. Horstman, Meat Market, 113 Third.

F. A. Tschumpert, Wines and Liquors, 111  
 Fourth.

Emil Platt, Wines and Liquors, 138 Third.

F. C. Peck, Dry Goods.

H. K. Dillenbeck, Cigar Store.

M. H. Mould, First National Bank.

P. McDonald, Cafe.

F. M. Stewart, Lumber.

Ruhland Brewing Co.

A. H. Pratt, Hardware.

A. E. Wilkinson, Livery, 515 Broadway.

Lueth Bros., The Wellington.

M. J. Pierce, Gem City Laundry.

Lindahl & Gustavson, Jewelers.

J. Van Orden, Bank of Baraboo.

Lee & Readke, Hardware.

L. M. Jacobs, Barber Shop, 111 Third.

J. Briggs, Flour and Feed.

A. W. Steinke, Gem City Bottling Co., 100 Walnut.

A. Gust & Son, Butchers.

D. J. Taylor, Riverside Livery, 104 Ash.

Fillhouer & Staten, The Dizzy, 108 Third.

Carl Zimmerly, Cafe, 112 Ash.

H. Kasiska, Merchant Tailor.

R. B. Griggs, Clothing.

Weirick Bros., Meat Market, 407 Oak.

Howe & Schey, Boots and Shoes, 109 Walnut.

Mrs. F. Bender, Wines and Liquors, 135 Walnut.

G. A. Briggs, Fur Store.

J. Schneller, Boots and Shoes, 132 Third.

Wm. Schneller, Meat Market, 144 Third.

C. H. Beaver, Cigar Store and Restaurant, 113 Walnut.

J. P. Spreecker, General Merchandise, 143 Third.

W. E. Barringer, Corner Drug Store.

Dr. J. D. Beech, 820 Ash.

Dr. H. R. Bell, 526 Oak.

M. H. Powers, Wines and Liquors, 119 Oak.

E. G. Marriott Shoe Co.

#### TUCSON, ARIZ.

Received from F. B. Hurlbut, Lodge No. 460:

Rossi & Rolleti, Congress and Stone avenue.

Bail & Hinman, N. Stone avenue.

Eagle Milling Co.

Tucson Ice and Cold Storage Co.

Henry Till Co.

Lee, Drachman & Pryce.

McNeil & O'Keefe, El Moro Saloon.

Union Meat Market.

Double Stamp Saloon.

Consolidated National Bank.

W. A. Julian & Co.

Tucson Transfer Co.

Tucson Stable, Sixth and Congress.

#### MARICOPA.

F. J. McCarthy, Hotel Edwards.

#### POTTSTOWN, PA.

Received from S. C. Forges, Lodge No. 665:

J. M. Christman, Groceries, 80 S. Evans.

#### DULUTH, MINN.

Received from Chas. Foster, Lodge No. 569:

O. L. Stromie, Grocer, 324 20th avenue, W.

Moir & Walker, Grocers, 2017 W. Superior.

Wennerlund & Nelson, Jewelers, 1925 W. Superior.

J. W. Johnson, Flour, Feed and Hay, 121 S. 20th avenue, W.

W. A. Pond, Fuel Co., Wood and Coal.

#### MEMPHIS, TENN.

Received from Self:

W. A. Percy, Attorney, 705 Memphis Trust Building.

#### SACRAMENTO, CAL.

Received from J. C. Anderson, Lodge No. 840:

S. Sturmer, Jeweler, 502 K.

W. Trust, Confectioner, 728 K.

#### JONESBORO, ARK.

Received from W. H. McGraw, Lodge No. 358:

Chris. J. Deiner, Meat Market, Main.

Elder & Stephens, Clothing.

#### NEWARK, OHIO.

Received from C. H. Gaither, Lodge No. 160:

Mrs. J. L. Miller, Florist and Grocery, 13 N. 2nd.

#### CHICAGO, ILL.

Received from C. H. Everly, Lodge No. 424:

H. H. Vaupell, Physician and Surgeon, 1238 W. Lake.

#### YOAKUM, TEXAS.

Received from R. B. Jones, Lodge No. 399:

C. H. George, Plumber.

E. Herder, Groceries and Hardware.

J. A. Graves & Co., Dry Goods.

A. J. Ross, Real Estate.

H. C. Koch & Co., Men's Outfitters.

A. H. Miller, Saddlery.

Gus Rim & Co., Furniture.

R. Vick, Hardware.

Yoakum Ice Co.

#### PITTSBURG, PA.

Received from W. H. Sutch, Lodge No. 925:

Jas. R. Craighill, Heavy and Light Hauling, Liberty avenue and Twenty-fifth.

John Ivill, Manager Pittsburg and Buffalo Coal and Coke Co., Liberty avenue and Twenty-ninth.

M. Fereday, Hotel and Bar, corner Thirty-eighth and Butler.

E. A. McCabe & Son, Undertakers and Livery Stable, 3520 Butler.

#### WATERTOWN, N. Y.

Received from Wm. Snodgrass, Lodge No. 480:

Muldoon Bros., Manufacturers Bedding Supplies, 53 Factory.

C. A. Fuller, Saloon, 6 Mechanic.

J. E. Snodgrass, Moulder, 46 W. Prospect.

J. T. Griffin, Paper Maker, 153 Main.

#### NIAGARA FALLS, N. Y.

Received from W. P. Crotty, Lodge No. 639:

Charles Watkins, Hotel Lipton, 213 Main.

Matt Walah, Hatter and Gents' Furnisher, 219 Falls.

John H. Bingenheimer, Coal and Wood, corner Grove and Main.

Valentine Neidhart, Neidhart Restaurant, 213 Falls.

#### BUFFALO, N. Y.

Received from A. A. Van Houten, Lodge No. 187:

Dr. C. T. Wolsey, 65 Niagara.

J. E. Stall, Grocer, 185 Potomac avenue.

Wm. Schreiber, Meat Market, 188 Potomac ave.

#### SYRACUSE, N. Y.

J. Dold, Packing House.

**GOODLAND, KAS.**

Received from S. E. Marts, Lodge No. 107:  
 H. J. Rowe, Jeweler.  
 Arensburg & Cullen, Druggists.  
 Kreuzer & McCants, Groceries.  
 Goodland Clothing Co.  
 G. L. Calvert, Attorney.

**CALGARY, ALBERTA.**

Received from W. E. Evans, Lodge No. 663:  
 J. A. Palmer, Boots and Shoes.  
 L. H. Doll, Jeweler.  
 Murdoch, Groceries.  
 P. J. Nolan, Advocate.  
 R. J. Stuart, Manager Sun Life Insurance for Alberta.  
 H. M. Vincent, Semi-Ready Clothing.  
 Hadfield & Gibson, Real Estate, Ramsay Block.  
 Richardson & Co., Boots and Shoes.  
 McCutcheon & McBurney, Drugs and Stationery.  
 J. Morrow, Groceries.  
 Oliver Bros., Druggists.  
 Alex. Crawford, Merchant Tailor and Furnishings.  
 D. E. Black, Manufacturing Jeweler.  
 The Calgary Clothing Co., Men's Furnishings.  
 L. C. Wilson, Books and Stationery.  
 J. J. Barber, Men's Furnishings, McDougall Block.  
 Watson Bros., Manufacturing Jewelers.  
 Dan Cashman, "The Hansen Glove Man."

**Journal Prizes.**

The JOURNAL asks the Journal Agents and all members of the Brotherhood and the Auxiliary to take hold of the work for the JOURNAL and see what can be done toward building up the subscription list during the year. We don't ask our Agents to work for nothing and have secured a number of valuable articles that are offered for subscriptions. All are good values and worth winning.

Frequently we receive letters saying that, "If the watch advertised as first prize for subscriptions is all that I will try for one of them." Others who have received a watch write and express their surprise that the watch is such an excellent one and say they did not look for anything like it. The JOURNAL gives its positive assurance that the Webb C. Ball Watch, B. R. T. Standard, is exactly as we represent it, 19-jewel, twenty-five year case, B. R. T. illuminated monogram, and it retails for fifty dollars. If a member receives one of these watches and it does not give first class service we will guarantee that it will be made good.

Mr. Ball is the official inspector for a number of large railway systems and the B. R. T. Standard Fifty Dollar Watch is his railway movement.

We will offer one of these watches for each seventy-five paid yearly subscriptions received during 1907. It is not necessary to send the list entire at one time. Send the names as they are received and we will credit them. If enough are not secured to win a watch, the subscriptions can be applied to any of the other prizes offered. See advertising pages for prize list.

We have the prettiest monogram ring, or seal ring, cut with the monogram of the B. R. T. ever made, which we offer for thirty subscriptions.

*We have a fine fountain pen for five subscribers.*

We are very anxious to lead all other labor publications in subscriptions and ask our members to do all they can to assist us.

Send for subscription blanks and receipt book, and win a prize.

We ask our Journal Agents and our members generally to do what they can for us during the present and coming year. Get the JOURNAL among your business men and employers and let them know what we are and what we are trying to do. They will find it interesting if they read it. Subscription price \$1.00 per year, in advance.

Subscriptions sent in 1906 and not taken out in prizes will be carried over into 1907.

**CHANGE OF ADDRESS.**

If your Journal Address is incorrect please fill out and forward this form to D. L. CEASE, 1207 American Trust, Cleveland, O.

Change my Journal address to read:

Name \_\_\_\_\_ Lodge No. \_\_\_\_\_

Street and Number \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_

Date \_\_\_\_\_

# Sunshine Follows Night

BY ADELBERT CLARK

We often stain the sweetest flow'rs  
With teardrops of our grief,  
And turn away the sunbeam's gold  
That comes to our relief.  
Oh! better far this life would be  
If we would judge things right,  
And bear in mind, when grief seems hard,  
That sunshine follows night.

We cannot understand why God  
Should blight the budding rose  
That we have watched with tender care  
To see its leaves uncloze,  
And there are many other things  
We cannot understand,  
So we should learn to live by Faith,  
Through what the Lord hath planned.

We often spoil the best of life  
Through selfishness and pride,  
When we should seek to share the joys  
That crowd on every side.  
In doing this, the darkest sky  
Will melt beneath the sun,  
Just as the dews of night dissolve  
When darkness all is done.

But there must come some stormy days  
To try our snowy sails,  
With leaping, seething, angry waves  
Pursued by howling gales.  
But when they come, be brave, and know  
That soon there'll dawn the light,  
For sure as God doth rule the world,  
The sunshine follows night.





**FINISHING PANTS AT HOME**  
**Wages 20 to 40 cents per dozen pairs—Chicago**

# RAILROAD TRAINMEN'S JOURNAL

Published Monthly by the Brotherhood of Railroad Trainmen.  
Entered at the post-office at Cleveland, Ohio, as second-class matter.

D. L. CEASE  
EDITOR AND MANAGER



SUBSCRIPTION PRICE  
\$1.00 PER YEAR IN ADVANCE

VOL. XXIV.

APRIL 1907.

No. 4

## The Chicago Industrial Exhibit.



**NUMBER** of organizations, composed of persons who are combined for the purpose of securing remedial legislation for toilers; and who expect to further their purposes by an exhibition of the living and working conditions of the employes of low grade manufactories, sweat-shops and homes held an Industrial Exhibit in Chicago, commencing March 11th, 1907.

This Exposition brought before the public in a most forceful manner the deplorable conditions under which men, women and children are compelled to work, and it pointed out emphatically the need for effective remedy. It was not only an exhibition of sweat shop methods, but showed such conditions of employment in contrast with those to be found in the modern improved factory.

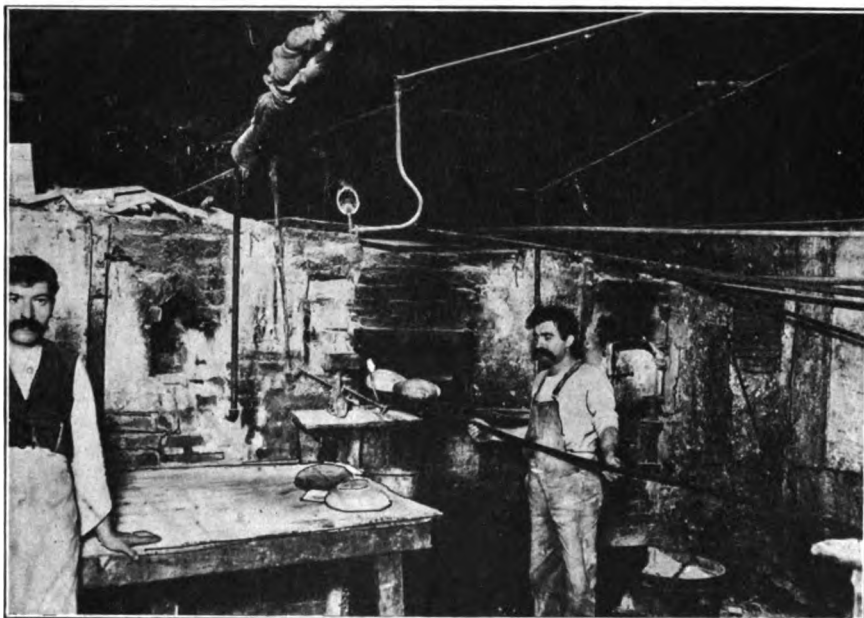
The intelligent and humane methods adopted by progressive manufacturers, for the safety and comfort of their workers, were exhibited in striking contrast to the conditions maintained in the low grade workshop, which were made to show the dangerous machinery and other perils to which the workers in this class of shops are subjected. The good and bad side of indus-

trial conditions were shown in contrast, and it is to be hoped that the Exposition will succeed in awakening an interest in the needs of the working men and women of the trades exhibited.

There are a number of State Legislatures that have measures before them, all intended to protect the workers against the professional risk of their occupation and the diseases incident thereto, and to encourage the adoption of legislation that will protect the employe both in employment and living.

Luke Grant, special correspondent for the *Chicago Record-Herald*, said of the Exhibit: "In Illinois, the law at present permits the state factory inspector to prevent children under 16 years of age from engaging in hazardous occupations, it being left to the discretion of the inspector to determine what are hazardous occupations. But after the worker reaches the age of 16, he is practically without the pale of the law in the matter of protection.

There is no protected machinery law in Illinois as there is in a number of other states. A measure along this line has been introduced in the present legislature, drawn up by Factory Inspector Davies, and the



**INSANITARY BAKERY**  
Four men cook and eat meals here—Chicago



**BASEMENT BAKERY**  
Wife and three children assisting husband



**CIGAR FACTORY IN BASEMENT**  
Conditions very bad. No. 48 Wallin St. Ghetto, Chicago, Ill.



**HOME FINISHING OF CLOTHING**  
Showing how disease may be spread—Chicago

Exposition has shown the necessity for its passage. Devices were shown by manufacturers by which the most dangerous machinery is made comparatively safe for the workers. Other devices were shown how dust from grinding wheels can be sucked away from the workshop without injuring the health of the worker. In metal polishing and buffing shops, statistics prove that the workers are particularly subject to tuberculosis due to the dust they continually inhale, unless the shops are fitted out with

One of the interesting features was the industrial geography of Chicago, which illustrated the making of the city as a great geographic center. This exhibit was specially prepared by Professor J. Paul Goode, of the University of Chicago, and was presented by the Chicago Geographic Society. This was supplemented by exhibits showing the process of manufacture in a number of the city's leading industries.

In the group of sweated industries, some startling conditions existing in Chicago



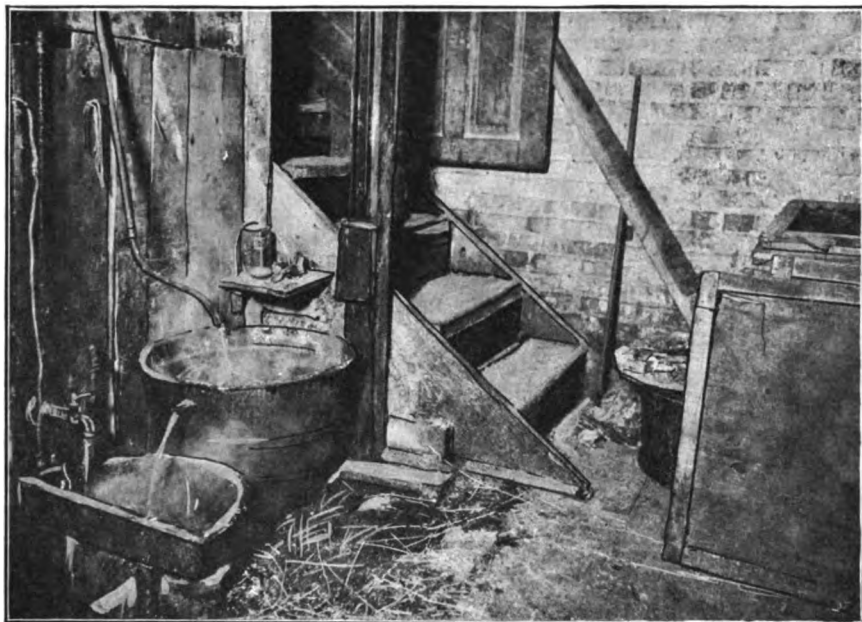
FEATHER FLOWER FACTORY

The manufacturing of artificial flowers is a lucrative trade in which many girls are employed. The majority of art flowers are made from paper or cloth, but the accompanying view is taken of a factory where flowers are made of feathers. Twenty-five girls are employed here, earning \$3.50 for beginners to \$14 per week. This business, unlike the manufacturing of the paper or cloth flowers, is good for the entire year. This factory is believed to be, and so far as is known is, the only one of its kind in the world—Chicago.

the latest devices to make the atmosphere pure.

The entire Exhibit of Industrial Conditions which was held in Philadelphia, last December, was reproduced here, together with the Exposition of Safety Devices and Industrial Hygiene, given by the American Institute of Social Science in New York, last January. In addition to those exhibits, the local exposition showed many new features never before placed on exhibition.

were shown. The danger to the public health, through the spread of disease, was illustrated in a manner that aroused public sentiment. Recently, it was discovered that a child sick with scarlet fever lay in a bed, in a room where several members of the family were engaged in making clothing for the market. The place was closed by the state factory inspector when the discovery was made, and the room and clothes disinfected by the city health department,



BASEMENT MACARONI FACTORY, CHICAGO



BASEMENT ICE CREAM FACTORY, CHICAGO

but how far such conditions were responsible for the recent epidemic of scarlet fever is a question for the citizens and health authorities to think over.

There is perhaps no industry in the city where the sweating system prevails to the same extent as in nut picking. The Exhibit contained a reproduction of an Italian home where the mother and four children, the eldest 13 years of age, and the youngest 3 years, pick nuts for a living. By working all day and the greater portion of the night, the family is able to earn \$3.00 a week. The child labor law of the state cannot remedy such conditions, as there is no law against home work, and it is in the home that the children are sweated and stunted in growth, morally and physically. Few women who wear hats adorned with gorgeous artificial flowers realize what it costs in human blood and energy to produce them. The money cost is small; the real cost is enormous. There is in the city one Italian woman who supports herself and two children by making artificial flowers and leaves.

The case has been investigated, and it serves as an illustration, as there are scores of others similarly situated. She is paid for the work 3 cents for a gross of cotton leaves, and 5 cents a gross for the velvet variety. In the dull season, she makes flowers for candle shades at 6 cents a gross. By working sixteen hours a day, this woman is able to earn \$3.00 a week, and on that sum she has to support herself and her family, and her occupation is seasonal at that.

One of the exhibits was an exact reproduction of an Italian basement home, where an old man and woman earn their living by finishing pants. By working long hours, they together earn 18 cents a day, on an average.

Types of basement bakeries were shown, where bread is made for general consumption, in the midst of the worst insanitary conditions that can be conceived. In the investigation, one bakeshop was found where the baker slept in an alcove off the bakeshop, and the room was found alive with cockroaches and all kinds of vermin.

One of the most instructive exhibits shown pertained to woman in industry. The remarkable increase in recent years in the number of women engaged in gainful occupations in the United States has frequently been commented upon. The talk of the home as being woman's sphere is less pronounced than it was a few years ago. That woman has invaded the industrial field, and that she is there to stay, is a fact gradually forcing itself upon the attention of the public, but what effect that invasion has had upon woman herself is comparatively unknown, for no thorough or scientific investigation has been made of the subject.

Government statistics compiled by the census bureau show that there are some 6,000,000 women engaged in gainful occupations in the country. Half of that number is engaged in shops, offices and factories. But these figures are valueless, as they fail to show how factory labor affects the woman, and unfits her for the social function of motherhood. Special attention was directed to this phase of our industrial life, not through the exhibits that were shown, but through the course of lectures and conferences which were held daily during the week the Exhibit lasted.

The question of equal wages for men and women for equal labor performed, living wages for women, universal suffrage, the organization of women in trade unions and other topics were discussed by those who have made a study of those subjects."



## Railway Wrecks Continue.

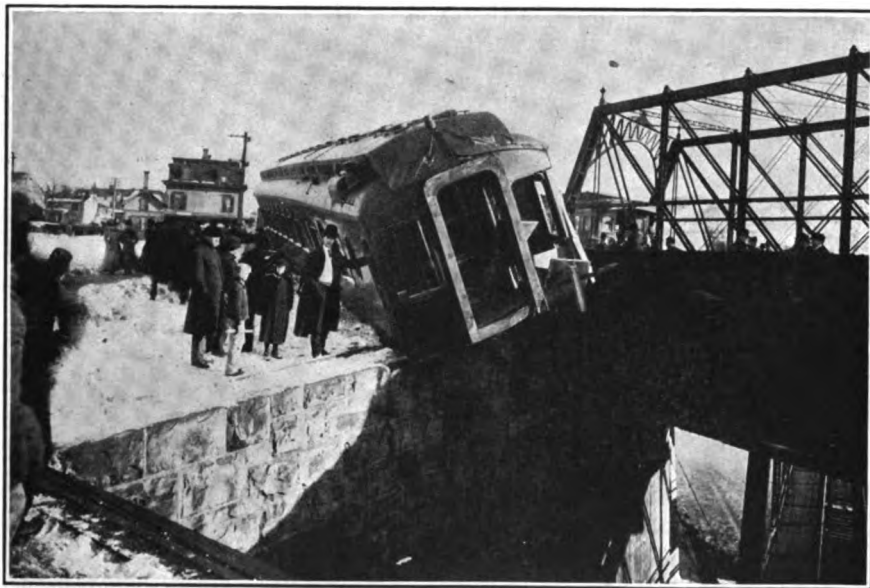


WRECK and railway disaster continue in quick succession. Horrors follow fast on each other's heels and yet, there is not much done to prevent the horrible butchery that is increasing day after day. Disaster follows disaster and the world stands dumb, conscious that there must be a remedy somewhere but unable to determine upon what it is and unable to apply it if it is found.

Compared to a train or engine employee,

increasing dangers of railroad travel. It is true that there is considerable public clamor, there is even threatened legislation, but Congress is not taking any special pains to discover and apply what the public thinks it needs.

The railways have sowed a crop of trouble they will harvest one of these days, and when they do there will be less attention given to the explanations of boards of directors and more to securing safety for the travelers and employees.



BLACK DIAMOND  
L. V. R. R. at Phillipsburg, N. J.

a soldier ought to be an insurance preferred risk. The railway employee would have a chance to live longer on the battle-field than he has on a train at this time, and with a full knowledge of the terrible condition there is nothing being done that promises a correction of the causes that are responsible.

Explanation follows explanation, but there is nothing tangible offered as excuse or definite remedy proposed, to relieve the fast

For many years the railroad organizations have tried every means at their command to secure added safety appliances and other means to insure greater safety but it has taken all the persuasion and effort at their command to secure the application of what legislation has been enacted. There have been railroads that opposed the operation of the safety appliance law to the last extreme. It is not yet applied without extra supervision on the part of the Government.



As it is there is an annual slaughter that cannot be understood in its entirety because it happens in so many places and does not all occur at one time or place. Suppose a single wreck could kill or hopelessly maim a hundred thousand persons. Is it to be supposed that the country would not take immediate steps to stop a recurrence of the disaster? But these disasters do not reach that number until they are added together, and so the effect is lost.

The press has taken up the railroads and the majority of the writers take no stock in the explanations of the officers. The

times the directors speak of insubordination and inefficiency of employees—an answer which must be considered with our minds full of knowledge about what the directors exact or expect of their employees in the way of hours of labor, manner toward the public, and methods of making schedule time. Conspicuous railway men have blamed the public for desiring too much speed—even as the sellers of cocaine to shop-girls allege that they are only giving what the shop-girls want. The railway directors are not required to murder so many passengers as they do on so flimsy a pretext as



THE WRECK OF A DINING-CAR

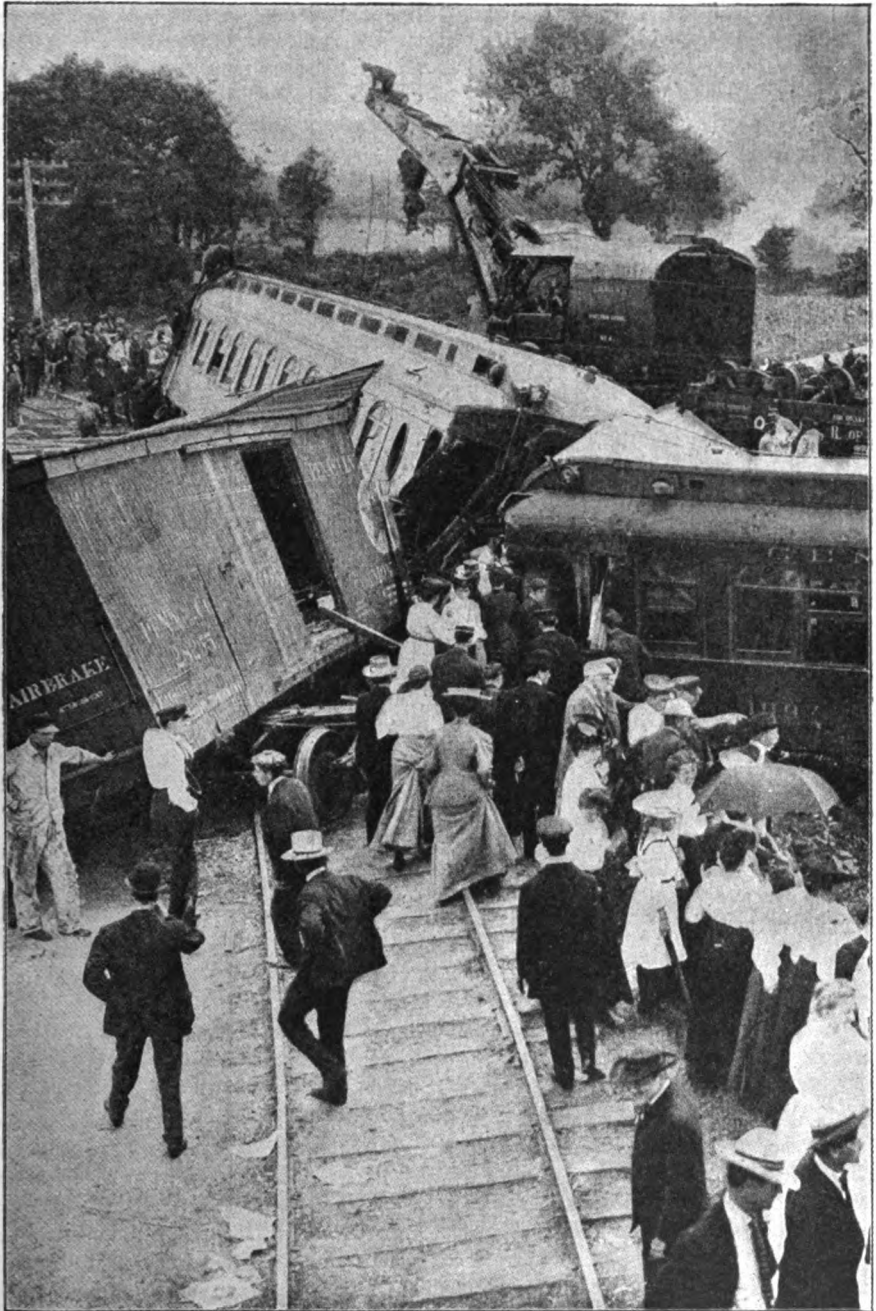
In the recent Southern Railway disaster, in which the President of the road, Samuel Spencer, was killed

people know a few things for themselves and the press reflects their opinion.

To show what is meant we quote from *Collier's*, February 23rd, 1907, issue, as follows:

"As one smash-up follows another, the directors of the railways explain, and explain, and explain. Sometimes they blame the engineer for disregarding some regulation which they have persistently forced him to disregard. 'Any engineer who doesn't take chances is looked upon as a grand-mother' expresses the actual truth. Some-

the desire of people to ride fast. After a recent accident in Indiana, apparently caused by a mixture of recklessness and avarice, a station-master testified that if he had been provided with even a stick of dynamite he could have made a noise signal which would have stopped the express in time. A spirit of arrogance and contempt leaks down fast from directors to every employe on the road and finds expression in the conduct of every detail of management. We feel safe in observing that the greatest number of accidents occur on those roads of which



WHAT CARELESSNESS MEANS ON A RAILROAD

The result of a loose switch and a stray car. (Copyright 1907, Everybody's Magazine)

the directors are still most deeply imbued with the noble old business principles that their business belongs to them, and that the public is a species of merchandise which has the insolence to make a trifle more trouble than the hogs and cattle make."

Ever since railways have been built they have killed off their employes and passengers, and while there may have been some excuse for a part of it in faulty appliances and a poor knowledge of train operation, ill conditioned rights of way and poor

insure safety was to tie a couple of directors on every engine that started with a train. It would be necessary to decorate a train with directors these days like a Christmas tree, and then there would not be enough directors to take all the hard knocks incident to railroad travel.

Every wreck appears to bring forth a new excuse for the trouble but there is yet a railroad company to say it is exacting too much of its men and equipment. There is too much business for the railroads, there is too much

hurry in conducting it and there are too few employes worked too long hours to insure a fair degree of safety. The railroads meet every advance in wages or extra cost of appliances by increased freight rates, reduction of employes and the employment of inexperienced men.

It is one thing to run a railroad with a lead pencil on the theory of what ought to be done and being down "with the men" where it is done. It is one thing to figure out what a machine can do and to know what it will not do. The same applies to figures on track, and all other appliances used. Every thing is worked to its limit. Engines and trains are too many and too



THE CONDUCTOR  
MaCauley, in the New York World

equipment, there is none of that now to be charged with present results.

Every writer who discusses the subject has his own theories to account for the list of recurring troubles, yet not every man has a knowledge that fits him for judgment. Several learned discussions have come to the fore from persons whose knowledge has been gathered from inspired sources or "they have just thought it out" without knowing much about railway operation.

In July, 1853, *Harper's Magazine* protested against the careless killing of passengers and declared that the only way to

heavy for the tracks and weakened by the heavy tonnage trains they give way under the first extra strain and "we cannot account for the wreck except, etc., etc."

The railroad companies have attempted to place the burden of trouble on the employes. They have referred to the objections of the organizations to enforced discipline and they have not told the truth. There is not a railroad organization that can be charged with opposing the enforcement of discipline when it was proper. They have opposed the methods of certain officials who have enforced discipline when

it was for the purpose of getting even for personal reasons. But the railroads cannot exhibit a single instance where the organizations have hampered the companies in the enforcement of proper discipline.

The railroad organizations have been exceedingly slow to protest in favor of their members when discipline was enforced and the railway managers know it.

There is not another body of organized employes that would be half as patient as the railroad employes have been in dealing with their employers. Where is there an organization of employes that are so well organized, who know the situation is in their hands, that will bargain week after week, patiently waiting for a peaceful settlement of their differences? Is it fair to presume that these men will be so patient one day and so extreme the next? Discipline is and has been in the hand of the companies. It is what they have made it. and the public is commencing to find it out.

Dr. Albert Shaw, said in the *Review of Reviews*:

"The demoralized condition of the railroad service of the country is chiefly responsible for the great number of accidents, the worst of which are so appalling that they can not be kept out of the newspapers, while the lesser ones of daily occurrence escape public notice. It has been asserted by high railroad authority that it has become habitual to disregard the cardinal principle of the block system which many roads have installed for purposes of safety, and to this fact must be attributed some of the recent disasters. But the root of the trouble goes much deeper than the recklessness of engineers or the mistakes of signalmen.

"It lies in the bad management that over-

works the train crews, dispatchers, and men on duty in signal-towers; that makes regularity in train-running the extreme exception; and that has brought American railroading into the position of being the most slovenly of all our great business organizations, whereas it ought to be the most precise, methodical, and alert. All sorts of business undertakings nowadays have a tendency to become elaborate, specialized, and highly organized. There was a time



#### SHORTEN HIS HOURS

Death is working over time on all the railroads. (Bartholomew in the Minneapolis Journal)

when railroad men would carry an air of mystery and treat the public with a certain condescension, as meaning well but not capable of understanding so difficult and so technical a business as operating railroads. But that period is past and gone forever. The veil of mystery has been ruthlessly torn away, and the gentlemen of the railroad world are now in a position where they must put in a decade of hard work in trying to 'make good.' Meanwhile, there can not be too many public investigations, and there is no danger of any harm to the traveling public or the shipping public from the

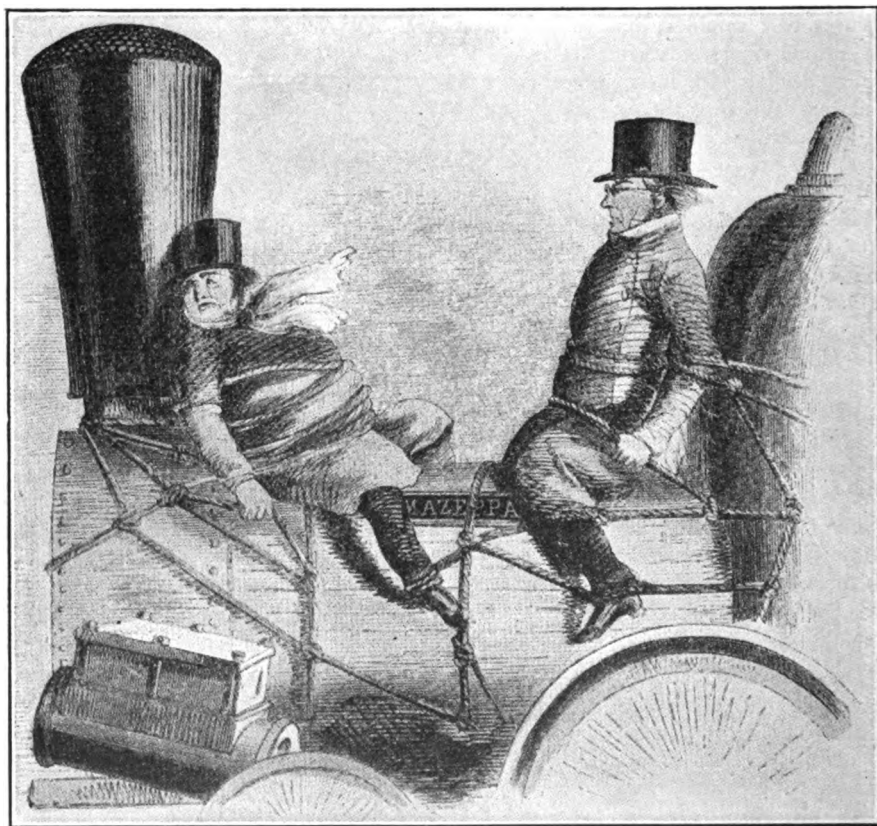
doctrine that railroads exist principally for the convenience and the service of the people, and that the people are entitled to have a good railroad system safely and well operated."

Albert Reeves said in *Everybody's Magazine*:

"Every man knows that railroading is dangerous work. Not every man knows

railroad accidents are preventable; half of the thousands of lives of trainmen and passengers lost yearly in blazing wrecks, crushed out under overturned cars, or burned out in the steam of exploding boilers, might have been saved by carefulness and the use of proper appliances.

"The decrease in the number of accidents in coupling and uncoupling cars brought



HOW TO INSURE AGAINST RAILWAY ACCIDENTS

"Tie a couple of directors upon every engine that starts with a train"  
(Harper's Magazine for July, 1853)

that it is fifty per cent more dangerous than it need be. There are over thirteen hundred thousand railroad men on the trains and in the yards of the United States. Of these, according to the Interstate Commerce Commission's report for the last complete year on record, 69,191 were killed and injured in one year's time—more than one man in every twenty. And yet one-half of all

about by the use of an automatic device (which is not as widely used as it ought to be) proves that with proper safeguards we need not kill five times as many men as they do in Great Britain. Equipping all cars, freight as well as passenger, with air brakes according to the provisions of the Safety Appliance Law should do a great deal of good.

"One of the best safeguards to the men, however, would be the passage of federal and state laws limiting the number of hours of employment of railroad employes to eight, or at least allowing ten hours' rest after service before calling on them again. The engineer exhausted after a twenty hours' run and the overworked telegraph operator are responsible for more wrecks than the public realizes."

This sort of comment is without end but not being the employe, is tired of it.

## Roundhouse Stories.

### The Runaway Train Chased By Swift Death.



WHEN engine men are off duty, the force of habit takes them to the roundhouse; and when a group of them is collected there, railroading stories are sure to follow. I have listened for hours to good yarns there.

One day, in the San Francisco roundhouse of the Southern Pacific Company, mention was made of a recent accident which had been caused by the breaking apart of a freight train. This served as a reminder to the engineer from Arizona. Taking a seat on the side rod of a locomotive, he began:

"I think the liveliest ride and the worst scare I ever had was when I was running out of Los Angeles to Yuma, in the spring of '80. The company was building the road across Arizona then, and we were hauling material to the front.

"We left Los Angeles, one afternoon, with twenty-six cars and a caboose. We went out a double-header, with two ten-wheel engines. I was running the 112 in advance, and Billy Stewartson, with the 198, was coupled in behind me.

"Next to the engines were some long bridge timbers, extended over three flat cars, from which the brake staffs had to be taken. Then there were six cars loaded with redwood ties; then thirteen cars of steel rails, twenty tons to the car. These cars were all flats, of course. Then came

there is nothing being done to correct the trouble. It will continue until an outraged public will get tired of being killed and injured for the purpose of allowing the railroads to have their own way about everything connected with transportation. The railroads were permitted to kill off their employes so long without protest that they gained the idea that they could carry it further and kill off the public, but the public, not being the employe, is tired of it.

four box cars loaded with giant powder, to be used in some heavy work at the front.

"It's a stiff pull most of the way from Los Angeles to Colton, and from there to San Gorgonio it's an upgrade of 120 feet to the mile. They gave us a third engine from Colton to the top of the hill; and it was all the three ten-wheelers could do to take that train up there.

"We stopped at San Gorgonio and cut out the helper engine; and then, when everybody was ready, we started down the hill.

"From San Gorgonio it is nearly downgrade to Indio, sixty miles; and for the first thirty miles the grade runs from 125 feet to seventy feet to the mile.

"We had a half-Spanish boy called Kid Vallejo breaking ahead. He was a good one—as smart as a steel trap. The middle brakeman was rather light, and the hind man was a big, thick-headed brute, who had no 'savvy,' and never would know anything. The conductor was a slow, easy-going chap.

"There weren't any air brakes on freight trains then; nothing but hand brakes. But we had air brakes on the tenders, and a steam brake on the locomotive drivers.

"It was about half-past nine, on a bright moonlight night, when we started down the grade. About a mile out I felt the train jerk, and then we shot ahead lively. As I looked back, Billy tooted 'off brakes,' and

began to work steam. I saw the two brakemen swinging their lights and signaling to 'go ahead.'

"It was so light that I could see that the caboose and the four cars of powder had broken off, and were about ten car lengths behind the rest of the train. The chuckle-headed hind brakeman had slapped up the caboose brake and snapped the train apart, and we were running down that grade in two pieces.

"If ever that loose rear section struck the forward one, the concussion would be sure to explode the giant powder, and then there would be an explosion that would shake the earth, and send the whole of us to kingdom come.

"We pulled out to get away from it, and whistled and whistled for the flagman to hurry out on the box cars and set some brakes; but he didn't show up, and in less than a mile we were running fifty miles an hour to keep out of the way of the rear section, and increasing rapidly every second.

"I realized at once that we had got to check up soon, or the train would get away with us and land everybody down in the canon a thousand feet below. But what chance were we going to get to check up?

"Just then we saw a light come up on the box cars, and knew that the rear brakeman had got out at last. Then we felt sure that he would stop that section, and the thing for us to do was to stop ourselves. I set my tender and driving brakes and started the sand running; and Billy did the same with his engine.

"Setting up all those powerful brakes at once on the forward end just acted like a bumping post. The 'slack' came up against the engines with a bang, and shifted the steel rails ahead so that they jammed every brake on the steel cars, and put them in such a state that they could not be used. There we were, flying down a hundred-foot grade—two engines and twenty-two heavy loaded cars—and only six brakes on the train.

"Kid Vallejo and his partner doubled on the brakes on the tie cars, and the first thing they did was to break two chains. That left us only four brakes—not enough to stop us.

"We shot by Banning's Station at the rate of sixty miles an hour, the fire flying from the driving wheels, and the tender brakes just burning up! The driving boxes were hot, and that stuck the wedges so that the engine rode like an old cart going over cobblestones.

"It shook the oil cans off the shelf to the deck, and jarred out the cab lights. The coal was all shaken forward from the tender; it was pouring out of the gangway, and was a foot deep on the deck.

"Looking backward, we could see the ties working off the flat cars sidewise; they struck the ground endwise every other minute, and went up in the air like a skyrocket, and then off down into the canyon.

"The engines were heating all over, and the babbitt metal was flying from the back ends of the main rods. I was afraid my engine would tear herself to pieces, everything was shrieking and groaning so.

"We went past Cabazon Station at the rate of seventy-five miles an hour. The grade from Cabazon for six or seven miles is easier, and then there comes a short curve, close in by the side of the mountain; it is way up on one side and way down on the other.

"Billy and his fireman were down on the tender steps, holding on for dear life, waiting for the crash on the curve. I knew the chances were mighty slim for those two ten-wheelers to go around that curve. The speed began to reduce some, but we were still flying.

"My fireman crawled over to me and yelled: 'Let's wet the rail; it's our only chance for that curve!'

"I nodded to him, and we started the injectors. Each had attached to it an inch pipe with hose and nozzle for cooling off the crank pins. We leaned out of the cab and sent the water pouring right down over the front drive wheels. That stream was as big as your thumb, and went with the force of a stream from a fire engine.

"The speed must have slackened considerably before we struck the curve, but it seemed to me that we were going faster than ever. You couldn't see across the cab on account of the dust and smoke from the hot journals.

"My fireman yelled: 'Goodby, Jack,' but he kept the water flying. I shut my teeth

and held my breath, and said to myself: 'This is my last run; it's "good-by, John," right here.'

"When old 112 reached the curve, I thought for a second she would capsize. Then I thought she was off. But we kept the water a-pouring. Then came a jerk and a crash, and the flat cars left the rails, and those timbers went sailing out into the air and over the bank.

"The flat cars began playing leap-frog over each other, and those steel rails just sheeted over and through those cars and ties, making matchwood of everything.

"But the two engines were on the rail, and we stopped them after running two miles. They were all burnt and cut up, but they would move, and after putting out some torpedoes and red lights we backed up to the wreck.

"We all thought that the water was the only thing that saved our engines on that curve.

"Jimmy, my fireman, went running around, calling out: 'O Kid! O Kid Val-lejo!' and I said: 'I guess poor Kid is done up, Jimmy.'

"'Hark!' says he; and we heard a very faint voice under the wreck. We all ran up there, and Jimmy says: 'Is that you, Kid?'

"'Yes, I think it's me,' says Kid.

"'Where are you?' says Jimmy.

"'Under this flat car,' says Kid; 'I don't know what number it is.'

"It must have been by a miracle that boy

was saved. He had held on to a brake staff, and when the crash came, the ties carried him with them, and the steel sheeted over him, and there he was, like a rat in a trap.

"He was bruised and scratched and shaken, but alive and not fatally hurt. The middle brakeman had jumped, and we found him two miles back, dead.

"The cars that broke off were stopped at Cabazon, and the conductor got the section men and their hand-car and came down to the wreck. When it was all over I fainted dead away.

"Of course the general office sent down for an investigation, and the division superintendent had us all 'up on the green carpet.' They discharged the conductor and hind brakeman, and gave Kid a train to run.

"During the investigation, this dialogue took place between the division superintendent and the section foreman at Cabazon:

"'Did you see the runaway train when it passed Cabazon?' asked the superintendent.

"'I did, sir,' answered the section foreman.

"'How fast was it going?'

"'Moighty fast, sor.'

"'Well, how fast, should you think?'

"'Moighty fast, sor! Only I had a mon on aitch side o' me, wan to say, 'Here she comes,' the other to say, 'Dere she go-o-o,' I couldn't have seen it all, sor!'"—*Frank H. Sweet, in Los Angeles Times.*

## Famine In Russia.

NICOLAS SHISKOFF. *Charities and the Commons.*



HAVE come here, a distance of twenty-five thousand miles by land and sea, on a rather unusual errand. In far-off Russia where my home is, millions of people are on the verge of starvation and thousands are already starving.

Since the beginning of September, I was engaged in famine relief work in one of our largest and worst provinces. For near-

ly four months we tried hard to do what we could with our small means, hoping that as the extent of the distress should become more widely known, private charity would come to our assistance. In the meantime we distributed food to ten families where a hundred needed help. And month after month passed, and instead of increasing, our resources became steadily less and less.



We stand face to face with one of the most awful calamities that even Russia has ever witnessed.

Our government, now fully awake to the magnitude of the famine, is doing all it can to bring grain to the starving provinces, and private charity has evidently given nearly all that it can give. But both seem helpless to provide for all the sufferers,—there are too many of them this year. If we cannot get help, and good, strong help too—from friends abroad, widespread epidemics of scurvy and typhus are sure to

hours. Those that are fortunate enough to get a ticket for these "dinners," have at least a chance of living to see another harvest. But what of their fathers and brothers?

The proximate cause of all this misery was the complete failure of all crops this year because of the terrible drought. For three months there was no rain, and not only the grain crop, but also the grass in the meadows was parched up and destroyed. Consequently, great numbers of horses and cattle have perished already and probably



WAITING FOR RELIEF

attack our broken-down peasants and thousands upon thousands of lives will be lost.

I have come to ask for that help.

Months ago, in many villages the people were living on acorn bread for want of rye or wheat. I have brought a few samples of this food here, and people who have never known what famine can bring men to, would do well to take a look at it.

In most of these villages we have opened free kitchens, where at least some of the destitute peasants (mostly women and children) can get a bowl of hot soup and a piece of black bread once every twenty-four

seventy-five per cent of the total will go before spring. That means only ruin to thousands of peasant families because of want of horses; their fields will remain untilled and even next year's harvest will bring them no relief. But that is inevitable. Every year of such a famine sends thousands of small farmers to earn their bread either as field laborers or into the streets of our towns.

Years and years hence, when peace has been restored to our country, when a settled state and equitable law have induced the forces of capital to open up the natural



**TWO FAMINE VICTIMS**



**STARVING IN CHALKI**

riches of the empire, and when thousands of new schools have taught our people the elements of rational agriculture,—then only one may hope to hear the last of these terrible visitations; that now not only annihilate the labor of millions of men, but send thousands to a premature grave.

One of the most tragic consequences of the present distress in Russia is certainly the greatly increased mortality of the children. When food is scarce, and especially, when the absence of healthy food drives people to use different worthless substitutes to still the pangs of hunger, our hardy and frugal peasants manage to keep alive for months and months on nothing but a small portion of black bread and water, and although their health suffers and their strength gives way,—life remains. Such is not the case with the children. The babies are the first to perish, when their starved mothers have no more milk in their breasts,—and they perish by thousands. The youngest children, up to the age of five or six, are the next to go, their tender bodies not being able to resist the sufferings of hunger for any length of time. They waste away; and their slow agony and their ceaseless cries for food are often more than their mothers can bear. During the great famine of 1891-92 we had an asylum in Samara for children abandoned by their moth-

ers and picked up in the streets where they had been cast out in the hope that the bitter frost would soon put an end to their misery. In less than a month we gathered in more than 200 such children.

These thousands of young lives—the hope of our future—are the tribute that we are now called upon to pay. If we cannot get sufficient help, this tribute will be very high this year.

Many committees have been organized by ladies in Russia specially to distribute food and clothes to the children; but as far as I know, not one of these committees could collect or spend more than about two or three thousand dollars a month. That means relief for three or four thousand children in districts where at least forty thousand children under ten years of age are in need of help.

That may perhaps explain to my readers why I have decided to come over and appeal to the humanity of American people to help us in our terrible distress.

Kind friends here are already at work organizing a committee to collect funds and transmit them to Russia, and I earnestly hope they will succeed in their noble work of saving life. In Russia, even during a year of famine, five dollars will keep a child alive till next harvest.

## Another Side To The Immigrant Story

BY FELIX J. KOCH.



ATTERLY we are reading much, indeed, of the immigrant and the Volker-wanderungen that are peopling our shores. We are coming to loathe the immigrant, to think nothing good at all possible of him.

Let us look for a moment at another side of the story, the side of which you seldom see or hear.

Last night a great trans-Atlantic liner came into dock at Naples. Yesterday morning you came down the palm drive from the

heights to go abroad. The ship was not yet in and so you returned to the hotel, returned simply to rid yourself of superfluous baggage. You were filled with that indescribable joy of sight-seeing well done, the satisfaction of a profitable foreign tour. You looked forward to the reunion with friends at the other side of the sea, you were buoyant and happy.

Too happy to notice!

On a lower gang-plant from the one you crossed there passed . . . Italy. Old Italy,

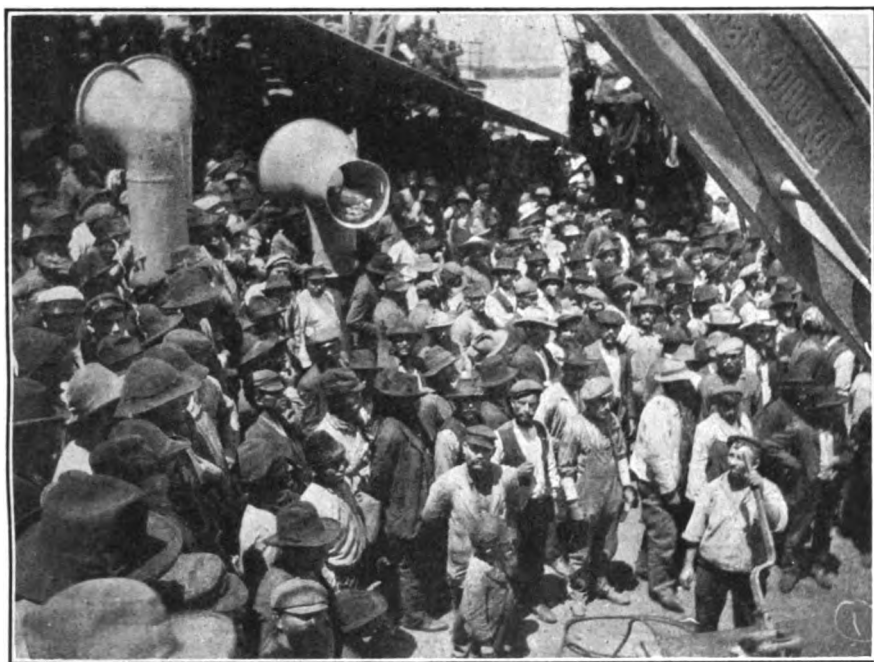
young Italy, child Italy. There passed a man far from the home city, Ancona. A young man who had lived among the mulberry groves and the grape vines. There had come an old woman whose days had been spent gathering the oranges and the lemons near Palermo. There were children, happy, black-eyed Sicilians, that would have caught any artist's fancy. They were bound . . . for the better land.

You recall how your heart strings quivered when you said farewell. You would be gone for the summer. You could cable

can each find a publican, for immigrant Italy does not learn to spell. And meantime another man may cut him out with the passionate maiden. But still he comes, and light-hearted, wellnigh.

The old woman, what of her? We who cherish traditions cry to part with treasured keepsakes. She has left them all behind. All the old, save what is in her bundle is sold or given away.

The children—for them it is perhaps easiest. But they, too, cry at the thought of *vale* to Italy.



COMING BY THE THOUSANDS

at any moment, probably you did on several occasions. Any message could, if need be, bring you home. You knew your route and your future.

These immigrants, however, what of them? Over seas in America . . . maybe, there is a cousin. He has a job, and will *try* and get them one. Young Italy is coming to work—one year, two years, three years, 'till he has enough to import the *Senorita* and make her his bride. And in all those years they can only write—when they

Where they are going they do not know. America . . . it is a country where one can make money. That is the sum total of it all, America and a steamer agent's allurements. There is no greater rascal extant in America today than the advertising agent of an ocean liner. There is no life so low as that tolerated on the steerage deck of the liners. Whole families—men, women and children—are herded with other families, in the vilest, filthiest quarters. But the steamship companies have money to bribe.

and Uncle Sam's servants in New York and Boston are one and all open to graft.

Graft, in fact, is the story of the immigrant's neenesis. He has been led to come over seas largely by graft. He has been led to ship on this particular line by graft. And graft in New York in one form or another is going to lead him on into the country. This, however, is only the beginning of the story we are anticipating.

Italy has still to go aboard that steamer.

The old woman, the young man, like you,

hatless, on the street below, and striking up an acquaintance with this fellow-passenger and that, the Italians are doing the same, but warily. Long before they left on the voyage they had been cautioned against too close acquaintance with strangers. One might drink, and then when you woke from an unexpected snooze, you would be out in the street and without your money.

Or you might be led into some lonely spot and be made a victim of foot-pads. Do not for a moment suppose that Italy has no



IN THE SLUMS OF THE HOME LAND

are on the gang-plank. Like you they learn, however, that the ship will not sail today. So they, unlike you, must take their departure. From the little sum in the leather wallet deep down in the pocket they must draw the wherewithal for food and lodging for one night.

In the big tenements along the waterfront they may make a bargain for the night. From the market they purchase the eating. Then while you sit on deck, in the chill of the November evening, cooling off from the sultry day, watching the ladies,

knowledge of these methods, they are old, old stories, come home.

You had heard that the ship would leave after eleven tonight, if all the freight got aboard. Maybe you were anxious, maybe you really didn't care much. A day or so more in Naples wasn't a bad proposition at all. You went down to your cabin, and while the noise of the men, busy loading the hold floated in, and the constant rolling in and out broke the silence, you looked, in retrospect, on your journey. The cabin was cozy, the electric lights invited to read or

lounge. Stewards in white were at your beck, speaking both English and German. You gave no thought to the Italian. He, meanwhile, was cramped in a room with a dozen total strangers. Some of them did not even speak his dialect, and he mistrusted them, as they, one and all, did him. He, too, watched the last rays of daylight on Vesuvius, but with thoughts wholly different from yours. You hoped that the day would dwindle rapidly. For him it was the last day in Italy, probably the last of his life.

a big cabin, intended for four, all to yourself. Really, leaving Italy was lovely. You could breakfast whenever you wished, and for all other meals there was a half hour's bugle warning. During the meal the band played, it was ideal, this homeward voyage.

In fact they even woke you by bugle, and you had come to your senses expecting to find the ship well underway. Instead, however, there you were still in the slip at Naples. And again you didn't care. That



IN THE HOME LAND

You listened to the notes of a piano up in the ladies *salon* that seemed to accompany the cargo going into the hold. Then you fell asleep. He, too, was sleeping, but anxiously, lest any moment the message come that the ship would leave. A dozen or more of them had clubbed together and engaged a cabin boy to wake them in such case.

enormous freight might be twice as large. It was vacation time, and they fed you and lodged you until New York was reached, so why give a thought to care? Only the captain was angry, for the dockage, he claimed, cost more than the freight was worth.

Now the morning came and again the boat was not yet ready, due to the enormous freight. You slept well there, aboard the liner. It was the off-season and you had

The sun streamed down, and the bay was beautiful beneath its rays. It was warm as mid-summer here, and cozier still in the cabin. You disposed your valises on either side the aisle in between the berths and on the sofa, and had the third berth put ur

as useless. The rattling of the freight still sang in your ears as it was taken aboard.

Up on deck you found a man selling postals and paper. You bought one or two and wrote them, for the mail box . . . indolently. Probably you would get home before them.

You did not notice a sleepy, blear-eyed woman, hastily dictating while a publican wrote. Those last lines home would mean much to the village, for all the little home town was interested in her course. The warm Italian sun and the beautiful Vesuvian Bay, made it particularly hard to leave Italy.

Even you hated to go, and quit it. The limpid waters, filled with shipping, the sun streaming down, the cone of the volcano smoking ever—it was hard, very hard to say adieu!

Maybe you walked to the rail and looked at the steerage. Just a lot of south Italians, one and all of them dirty. The women had woolen shawls neatly folded, laid on the top of their heads, this in place of a hat. The children were nude, excepting only for a skirt or a slip of trousers.

They were uninteresting, crying, most of them. You preferred to look over another rail at the water. Down there a fleet of row boats was selling things to the steerage, hoisting these up in baskets at the end of a rope. There was bread in the form of a ring, that could be carried on the arm. There were flasks of wine, pomegranates and oranges. You wondered why they bought so little, it was their last chance. You didn't guess that the money was sewn maybe, into the heel of the wool slipper, or worn next the skin, and could not be lightly got at. Nor did you recall how every *centissime* counts.

Where the crates and casks and cases were still being hoisted onto the liner, a newspaper vender was changing the Italian money into American, for the steerage. Whether he cheated them or no was no one's affairs, obviously. The liner evidently got a good rake-off.

A thrill of homesickness and of patriotism went over you as the ship's band struck up "America!" Those steerage, they

didn't recognize the tune; they simply squatted about, indolent and sad, or else hiding their sadness between a very mocking form of joy. One boy was gazing earnestly at his brother's picture, which he held in a case of plush.

Really, they were a most stupid, disinterested lot, those emigrants. Far less interesting than the divers outside the ship, who were catching the large brass *centime* pieces passengers threw them, collecting these in their mouths as thrown. Children of the first cabin delighted in this. Third cabin children, meantime, envied the divers. To envy such little plutocrats as the spenders were simply folly indeed.

For breakfast you took what you wanted. Cocoa, jellied eel, buckwheat cakes, and, last, oranges. Goodness knows what the other half ate. Later, at sea, it would interest you to investigate. You spoke of beating down the tradesmen over here to a third of what they asked, of the good ship's coffee and the like. Then you strolled into the ladies' writing-room, furnished wholly in white, and with the desks set about the rotunda, looking into the dining-room. You came on deck, and looked at the steerage. Not one of them had budged from his place. Nor did they open conversation with each other. Maybe other thoughts were in their minds. Only a few of them were sending last letters. Otherwise, give them credit, they strove to hide their emotions.

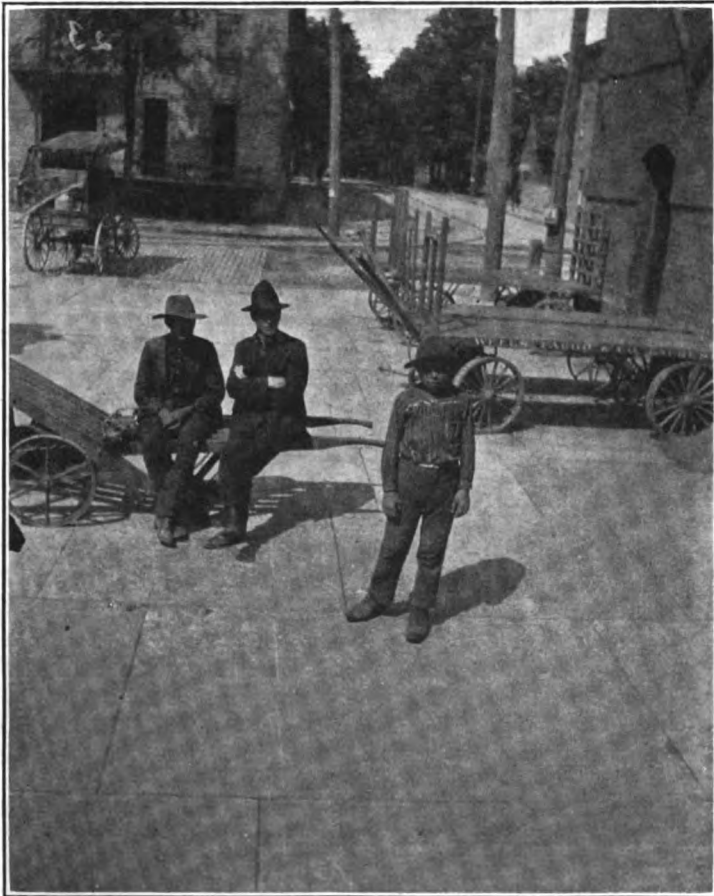
To wait seemed to prolong the agony for them. Nor were they free, as you, to kill time and explore. You looked over the ship, as you called it. You walked the main deck, with the fore and aft ends having the little buildings for the crew, then the descent to the steerage quarters, and after that the section of deck reserved for these passengers. There, minus chairs, they sat about the masts, the hoisting tools and the hatches. Stormy weather, however, the hatches would be closed and they must stay below. Where the main building of the ship arose, their deck ended, there was no passage for them around. In fact, this level of the main deck was composed of the lowest row of cabins, those looking out on the sea, and were too choice for even second

cabin. Even those which fronted on the steerage deck, at one end or the other, were considered select.

Up above, you found the dining-room, the printery and the wash-rooms, the rest of the floor was given over to cabins. There, however, a deck circumscribed the whole, decidedly pleasant for walking. Up above—the third story—was the real prom-

too small, but folks were getting acquainted without. At this season there was not the social tourist life of mid-summer, but the friendships would be all the closer.

All these things you took for granted, and you thought the ship small and cramped. Never gave a pause to those who had just one end or the other of one deck, or the hold, to ruminate in. They now were scrub-



A FRIEND AWAITS ON THE DOCK

enade deck, with the smoking room and the ladies' writing cabin, the latter looking down on the dining salon. All very compact, and interesting. Still higher up, fourth flight, was the captain's deck. That alone was forbidden you. When you tired of exploring, you scanned your fellows. There was no passenger list, the ship was

bing some pans they had brought for the voyage with sand, likewise brought from home.

Such a monotonous time they were having of it, surely. You really wondered why they didn't brace up. You let the thought die in the passing and went down into your cabins. For perhaps an hour or two you



fixed the souvenir postals you had gathered on your voyage, arranging them in rotation, and then writing an index at one end of the album. They totaled nine hundred and fifty-five in all, so the pastime was not a short or small one. At ten again you heard the band above, and now and then, some one, going to his cabin, sounded in the passage. Some of these would stop to chat in the halls, or a steward would be heard tinkering. The sun beat into your port hole, the noises of the endless loading continued; it was nice and warm in here, and breezy, and when some one began playing old familiar airs on the piano upstairs, it was absolutely delightful. You stayed here perhaps until dinner.

Again you had a splendid choice, everything from a soup of brown gravy, with sausage in it, to roll mops, fish and potatoes, veal stew and roast and olives, then melons and cheese and queer puddings, with a flavor like a spiced strawberry, coffee serving to finish the whole. The captain was at your table, and the service all you could desire. You spoke of the great, roasted pine-cones, which are eaten by the poor of Naples. Then of filling melons with wine to cool, as you had seen them in Turkey. The captain was a genial old German, and but for being piqued at the delay here, everything would have been charming. Down, three or four feet beneath, there was another dining hall—a series of great kettles, in which a mixture of hash and peas was dished out to all who came. When it was gone there was no more, that was all. First come, first served,—they cooked so much per passage list, so if the strong grabbed and took too much, it was none of

the liner's concern. They complied with the law (maybe, if the inspector was well enough bribed), of so much per head for each emigrant.

You were in love with your cabin, and returned to it. Through the port hole you could see smoking old Vesuvius, and the shipping about. You felt the warm November breeze, and you heard the hum of the city. It was lovely here, and you were just a bit lonely, thinking of the friends you would soon meet again. You kept wondering of how things had gone at home, and so you took out a book and read to change the thought. The company was not quite as gay as that of the tourist season, so you were quite content to retire for a time.

When you came on deck, it was clouding up. The last bunches of fruit were going aboard, and the steerage, one great crowd, was now weeping. The sun came out a moment and we drifted. Great steamers moored in about you.

The band played. At four you had lunch. Then more music. This time, on hearing it, the steerage cheered, clapped hands and jiggled. They were off for the promised land. The little nude children laughed. Only, even in their laughter, a connoisseur might have found a suspicion of sadness.

Prompt at four, you left, for America. You, for certainty, they for promise! You to return here, even though it be but a pleasure land, when you would. They, not for years and years. Had you been in their places would you have done it—risked it? Put your every cent on the venture? Confess to yourself, and then—judge of the emigrant!

---

## “Realistic Ideals.”

JOSE GROS.



IN the *McClure's* for February, any other man, has not been earned by any-  
 Wm. Allen White speculates on body else. The editor of *Harper's Weekly*  
 the need of government guaran- for February 9th ridicules such a philoso-  
 teeing to every man every dollar phy, because of its impracticability. Also  
 he may honestly earn, that he may be sure because such a plan could be carried far  
 to get it, provided it does not belong to enough to prevent the accumulation of

some large fortunes where they may be needed. It also indicates that what would be better is that government does not grant privileges to some at somebody else's cost. As if he repented of that good, excellent hint, he ends by saying: "If necessary to save us from destruction, let us have an income tax." He also<sup>d</sup> suggests that "large fortunes are often more troublesome to those who have them than to the rest of the people." How foolish that is!

Both Mr. Allen White and Mr. Editor of the *Harper's Weekly* know exactly what our poor humanity needs; but, like most of the fine men of today, are bound, hand and foot, to the chariot of our insane civilization. We have, in our days of so-called freedom, very few men that can afford to publicly proclaim the truth that alone could make men and nations free, in fact, as well as in name. That forces most of our writers, orators, etc., to talk and write all kinds of nonsense.

Take the ridiculous idea of government having to guarantee the honest earnings of the workers, and capitalists, and monopolists, and gamblers of modern nations, as long as we all wish to have laws producing those four qualities of—wealth-getters, wealth accumulators, by the dollar or the hundred millions of dollars. And if we have to have some large fortunes, on which principle shall we determine the quantity and the extent of such fortunes? And if large fortunes are necessary, why to punish the men, with an income tax, to whom we give the power to accumulate those fortunes?

There is not an atom of honesty or sense in any such talk about government guaranteeing the earnings of anybody, or protecting any industrial functions, with the protection of honesty; as long as we don't commence by suppressing all monopoly laws. Under any such laws government is but—a group of public clerks who are the servants of King Monopoly, and administer the affairs of nations for the exclusive benefit of monopolists. Such public clerks are nothing but—"maniquins," doing the will of a few thousand wealthy monopolists in each national compact.

Under the simple action of plain honesty in law, what we don't want to have or don't know how to have; under that simple condition every man would be fully able to protect himself, and obtain the earnings he deserved in relation to the quality and quantity of the services he was able and willing to render. Every industrial branch would then stand on its own natural merits, and the quantity and quality of its products would determine the earnings of the respective workers; without the need of any foolish, barbaric legislation of privileges imitating the vile tricks of the worst heathen nations. But then, we want larger fortunes, and so, the poverty of those who produce that wealth, which is made to run away from them by laws of privilege. We thus create, not only workers, but beggars and legalized thieves, the workers keeping all beggars alive and all thieves enriched with the wealth that only the real plain workers can produce.

When we stop to think sober thoughts it becomes self-evident that what we call modern freedom or political institutions give to all men, in forms hidden but more emphatic than ever, the right and power to get on top of each other, permanently or in turns, provided that is done as fixed by laws of favoritism and hence laws of sin. That is in flagrant opposition to the inexorable action of all natural and divine law which gives to all and each man the right and power to live the full, healthy life, and hence enjoins upon all the duty of granting the same full, symmetrical life to all men everywhere, to each as he may think best. That sensible, healthy life vanishes for all of us as soon as the double law of nature we have indicated, is vetoed, suppressed by miserable laws of privilege to some, transgressing, in forms most disgraceful, the universal principle of equal rights to every conscious or unconscious individuality, for its completion in relation to its functions in the grand symphony of creation. And that applies most especially to men. Why should it not?

In the Old and New Testament as well as in the order of nature the meaning of "*Law*" is—universal freedom, the freedom

of beauty, justice and unselfish love, the love which actualizes equal rights in all departments of life and human development, and thus invites the maximum harmony among men. Human laws are yet inviting, forcing a mean, crooked existence in the whole orbit of human growth, since we all have to go through life terrestrial either by crushing somebody or letting somebody crush us, in forms direct or indirect, material, spiritual or both. All that is brought about by an industrialism without any conscience or sound common sense.

Back of the primal actualized great cause at the root of all human irregularities and mean development, we have always had a distorted mental status in the civil and religious realm of thought. In old times it was a given group of emotional sentimentalities. In modern times it is a group of intellectual sentimentalities. In both cases that has evolved reasoning processes at war with the grand self-evident verities of life, in accord with the nine or ten most important axioms in the physical and moral order, constituting the central nucleus of all logic in our human language. We seldom take cognizance of those axioms, when we discuss human problems. That is why we never understand each other in the essentials of human conduct. We thus either float in civil or religious ideals which are neither practical nor necessary; or in realities which are low, selfish and thus lack

altruistic ideals of the practical, sensible kind for good universal. We don't even believe in good universal. In the religious order we yet repudiate the glorious optimism of Jesus.

In Matthew xxiv (24) we are given a vivid description of what all wrong civilizations would continue to be, with the confusions and disorder of different fantastic selfish human ideals. One process was there given to us to put an end to that crazy progress. The process was—"to preach to all nations the Gospel of the kingdom." We are yet preaching to all nations the gospel of the kingdom of men, the kingdom of selfish human laws, departing from the fixed simplicity of all natural adjustments conducive to the universal dogma of healthy growth and joy and beauty in all directions. We still prefer hideous processes and results in the combined activities of all of us. We thus remain the victims of false ideals and false realistic realities. We thus keep running away from all simple natural and divine realistic ideals. By false realistic realities we mean the wrongs which are not bad enough to rapidly destroy the race, and which are simply bad enough to keep humanity at war with the laws of God's universe, and so human life remains more or less distorted and far from what it can be as soon as we so decide through the agency of healthy human laws.

---

## Cities Made To Order.

BY WILL PAYNE.

Reprinted from the *Saturday Evening Post*, of Philadelphia. Copyright 1906, by the Curtis Publishing Company

**P**ROBABLY the country at the southernmost point of Lake Michigan was intended for dwarfs. It is overgrown with scrub oaks. It undulates with little sandy hills ten feet high. The Grand Calumet, which is ten yards wide in places, winds along a valley that you seem to see through an inverted telescope. It would be quite picturesque for people about a foot tall. There being no people of a size to fit the landscape, and the soil being all sand, it was deserted up to last spring. Now, under these stunted trees, you come here and there upon some tents, or a group of rough pine shacks, set down at haphazard as though many persons had been scatteringly inspired to seek the simple and

untidy life. Then you come upon an enormous gash cut through the dwarf forest, straight as a ruler, about a mile long and a hundred feet wide, all pale yellow sand. A narrow-gauge railroad track has been flung down its entire length. At the south end a numerous gang of men is covering the sand with a solid pavement. The north end, after crossing the miniature valley of the Grand Calumet, on a fill that took trainloads of sand, spreads out fanlike in a level, new-made plateau which swarms with men and machines.

The huge gash is Broadway, the central north and south street of Gary, the new steel town. Looking to right or left, you see a drift of smoke above the little trees; a water-tank protrudes. The broad whitish splotch of sand against the green over there is where they are straightening a bend of the river. Farther down, they are digging a canal to connect a river and lake. Soon ore-laden steamers will be coming by canal and river to the docks which will arise under your feet. These aimless-looking rows of stone pillars are the foundation of a machine-shop.

It looks exceedingly raw and heterogeneous as yet. The row of rough pine shanties along either hillocked edge of Broadway might be mistaken for the town—shanties with rude signs, disproportionately large, announcing lodgings, meals, soft drinks, gent's furnishings. But they will disappear with the newly-painted freight car which is now the railroad station. The city of Gary is really here, all about you; some seven thousand acres of it. Every axe is swung in these woods, every spade plied, every furrow turned exactly according to the plan that was adopted months ago. The colossal force that has been so abruptly and dispersedly loosened upon the waste dwarf country was all thoughtfully prearranged. One day several gentlemen sitting in a snug room at 71 Broadway, New York, decided that the largest, best-equipped steel plant in the world should forthwith be built, with a town around it. They put a finger on the map at the toe of Lake Michigan, saying, "It will be here;

it will be named Gary;" and the thing was done.

You may still see some square miles of scrub oak, yet this landscape under your eyes has practically ceased to be. The power of the plan is upon it. To all intents and purposes, Gary existed the moment the directors of the United States Steel Corporation voted aye, and went out to lunch. Really those are not sand piles topped by melancholy trees, but long dun-colored steel mills with belching chimneys—just as the picture is already really changed when the artist decides to paint out the dog and put in a table. The Steel Corporation appropriated \$10,000,000 for the first year's work. The rest is almost automatic. It may take four or five, and cost seventy-five million, or a hundred, but those details are unimportant.

This creation of a city by an act of autocratic will is very fascinating. Many great monarchs have tried it—some quite successfully. Latterly big corporations have done it—sometimes with a considerable measure of success. Gary, being the creation of the biggest corporation, will naturally be the biggest company-made town. Its location is economically good. There is no longer any particular reason why steel should be made in Pittsburg, except that there was such a reason long ago; hence a vast capital is invested in plants there. Ore must be brought down the lakes by boats, then shipped in by rail. Coal and coke must also be shipped in. Lying in the mountains with heavy grades, it has no natural advantages as a distributing point for products. Gary will get ore, with a shorter haul, direct from the boats; and it lies in the big ganglion of east-and-west railway nerves. The mills, of course, will be the best and most modern, with all approved devices for economical operation. When the plan is carried out they will handle five million tons of ore annually and turn out some two million tons of steel—all to the best advantage. But I suppose nobody except a stockholder in the United States Steel Corporation is really interested in that, since cheaper production means only larger dividends.

It would be rather absurd to doubt that Gary will be a success for the Steel Corporation. It will be a town in which large quantities of pig-iron, blooms, billets, spiegeleisen, skelp, rails, beams, angles and bars will be produced economically, all of which will be duly set forth for stockholders in the annual statements and for industrial students in the census reports. Also it will be a place in which fifty to one hundred thousand human beings will live. Probably one must wait to see how they live before he can answer very conclusively as to whether the town is a success or a failure.

On this human side the plan shows a hopeful improvement over some other company-made towns. Politically, Gary will govern itself like any other American town—that gets the chance. The Corporation, I am informed, has almost decided to go the length of letting the inhabitants of Gary determine for themselves whether or not they want saloons—just like plain American citizens. This is encouraging. When I hear, concerning an industrial town, that the employing corporation is going to take the moral welfare of the population firmly in hand, I always feel exceedingly dubious. It seems to me it would be so much more practical if it would insure steady wages and give them good houses to live in. A cursory inspection of South Chicago—a few miles away—where this same corporation employs a considerable population, convinces me that it might find ways of exerting itself in their employes' behalf which would be less complicated than seeing to their moral welfare—although, on the whole, not so inexpensive. Personally, I should not like to have my morals taken care of, even by a United States Steel Corporation.

The Steel Corporation owns the Indiana Steel Company, which owns the Gary Land Company, which owns the town. But these devices are merely for legal purposes. The plan contemplates no graft to insiders in the way of land speculations, nor even much of a profit to the corporation on that side. The Land Company, I am told, sells lots about at cost for dwellings and stores. In the first month it sold \$250,000 worth of them. The deeds contain restrictions, usual

in such cases, requiring the purchaser to build within a specified time, and prohibiting the use of the premises for obnoxious purposes.

Being built from the ground up, according to a prearranged plan, Gary will have its streets paved as they are made. Water and sewer system, gas pipes, electric light and telephone wires and the like will be constructed and laid in advance of the actual need for them—thus avoiding the turmoil that commonly happens when a city grows of itself.

After meeting some basic prescriptions as to size and cost, each lot-owner may build according to his own taste and fancy. The basic prescriptions will impose a certain uniformity upon the different sections of the town. That is, a man will not be permitted to build a thousand-dollar house in the ten-thousand-dollar section. This ought to help admirably in the important matter—often so difficult in our democratic towns—of settling the social lines. I understand the general idea is to have the most costly houses to the east, so the sun will shine on them first.

The great steel plant will be built between the lake shore and the Calumet River, which cuts through Gary almost due east and west. The rest of the town will be south of the river—with four or five square miles to spread over. A leading idea was to make Gary a really attractive place to live in—certainly a startling novelty for a steel town. People live about the South Chicago mills because they have to. There, as in other steel towns, well-paid employes of the company usually reside as far as possible from the plant; in fact, a man's financial ability may be gauged by the distance he puts between his home and the mills. They expect to change this in Gary, and to create a city that a man will deliberately live in even when he has plenty of money to live somewhere else. This, certainly, is a splendid idea—mostly because it must obviously make Gary a better place of residence for the far greater number who haven't money enough to live away from the place where they work.

In addition to selling lots, the company

will build houses to be rented and sold to employees. They will be very good houses, too; suited to various incomes. At this writing contracts have been let for 297 dwellings—just a beginning. Also contract has been let for a twenty-five-room school, and a temporary school building is under way, for there are already many children in this great camp. C. O. Holmes, well recommended, has been elected president of the board of education, and speaks enthusiastically about having the model public school system of the country. There is a vast amount of energy in this plan; it moves in numberless places at once. While the proprietor of the "gents' furnishing store" was tacking up the sign on his rude shacks, architects were completing the design for a "nobby" First National Bank building to occupy the site.

The town is named after Elbert H. Gary, who was a modest railroad attorney in Chicago a few years ago. I don't mean that he personally is any less modest than he used to be, but his job is. He came within the ken of John W. Gates, and did the legal work in connection with forming the Federal Steel Company. That brought him within the ken of J. P. Morgan, who liked him, and made him president of the company—to the surprise of many, including some who would have been willing to take the position themselves. He is now chairman of the board of directors of the United States Steel Corporation. When the corporation decided upon the town it needed a builder, so it took up an Indiana lawyer, known only to local fame, A. F. Knotts by name, and put him in the place.

The builders of Gary are attacking the problem of an industrial town with admirable vigor and enthusiasm. The problem, however, is a rather difficult one. It has been undertaken, from several angles, in this same vicinity.

For example, if you should walk north and westerly a few miles from Gary—crossing a lower, flatter country, with poor little pines, like a long left-over, badly-damaged and forgotten Christmas-tree stock, in place of the scrub oaks—you would come to Whiting, which that other great corpora-

tion, the Standard Oil Company, made and maintains. Verdure mostly disappears. The air smells as though somebody had upset a titanic kerosene lamp. It is hung with a dense and unpleasant smoke. Many acres of bare and cindery ground are set thick with enormous hat boxes made of iron and painted red. The hat boxes hold many million gallons of oil. Oil is refined at Whiting; but nothing else is.

Following the fence which incloses the mammoth plant, you finally come to a huddle of low and dingy red brick buildings with numberless chimneys from which rolls smoke so black and thick that it looks ponderous. You wonder that it doesn't tip the chimneys over. No money has been wasted on mere scenery. The gates are exceedingly simple structures of wood, with plain signs in red letters. The signs are not for the purpose of satisfying an idle curiosity, however. They say, "Private Property; No Trespassing." The gateman is good-natured, but his command of English is limited. He replies to an inquiry concerning your course by smiling, nodding and waving his arms in the general direction away from the works. Whatever your destination that is the way for you to go.

Accepting the gateman's genial assurance in this respect, you turn from the works and face a waste plot with some switch tracks running over it. The weeds have an unhealthy look. The ground is pretty soggy. You have to skirt puddles. This plot in front of the great plant, overhung by its smoke-pall, seems quite useless save for the railroad tracks. But it is not. Over at the right is a low, irregular, sandy ridge. That is the cemetery. Wooden crosses and small headstones stick up out of the blackened, sickly-looking weeds which are the only verdure. Misdirected hope set a shrub beside one of the headstones, and two pale leaves still cling to its otherwise bare, black sticks. Some of the crosses tilt, and headstones have fallen down. The names on the crosses are foreign, mostly Slavonic—so why should anybody bother? Here—you almost stumbled over it in the weeds—is a tiny stone with a lamb roughly carved upon it. Probably somebody has stumbled, for it

has been loosened and stands askew. The baby's name is immaterial.

Whiting is a splendid town—a great industrial success. The plant is probably the largest in the world, and the most efficient. Its capacity, I believe, is eight million barrels a year. Beneath this desolate ground run large iron pipes that extend even to the oil fields of Ohio, Indiana and the West. Streams of petroleum flow in through the pipes sluggishly and endlessly—as endlessly as the long lines of tank cars containing the refined product move out. It is most remarkable and admirable. The refining cost is remarkably and admirably low. This is what the Standard Oil Company built the town for, and it answers its purpose magnificently.

Morals are as infinitely remote from the scope of the plan as æsthetics or humanity. Beer signs greet one numerous. Dismal rows of frame shanties, also built by the Standard, do not delight the eye. They were not meant to. Cinders do not make a decorative door-yard; but they are cheap and lasting. There are no false pretenses here; no cheap plays to sentiment, nor expensive ones either.

The town answers its purpose. It contains some 4000 inhabitants. Other industrial towns exploit themselves; talk loudly about their advantages; even invite you to buy choice corner lots at a bargain. Not so Whiting. It does not figure solicitously in the real-estate columns. It asks, simply and coldly, to be let alone, and go on refining petroleum.

Although it is the site of an immense and highly flourishing industry, the town has a forlorn and unprosperous appearance. Except for a main street, the thoroughfares are generally unpaved. Unpleasant alleys slope away here and there to dark-complexioned puddles. A good many business buildings are empty.

Of course, there are, away from the works, some very good streets, with grass plots, vines and shrubbery before the modest, but not uninviting, frame houses. These houses also were built by the company. Employes able to produce the price would demand these things, and the company

meets the demand, simply and unemotionally, as it does everything else—weighing out just exactly what is necessary to a pennyweight, and no more.

Its labor policy is regulated by the same fine scales. It is said that the Standard never recognized a union until the recent strike at Whiting forced its hand—at a juncture when much other trouble threatened. This, however, is not quite true. It has recognized teamsters' unions and signed contracts with them—when it had to; not before. Labor agitators, as a rule, have found it pretty barren ground, however. The plant, lying apart, in its own town, is very favorable for the development of an able system of espionage. If labor agitation started up, the company soon knew it, and discouraged it. But it has been more intelligent than merely to discharge employes who seemed to be getting agitated. It has always, I believe, paid the fair going wage; sometimes, when the air appeared to be getting disturbed, it has paid a little over the going wage—always, you understand, just exactly as much as seemed necessary to get the best results. Thus, probably, it has had less trouble from labor unions than any other so large employer.

Recently, at Whiting, it made a small tactical error; it weighed out an ounce and a half too little. The engineers and the others were dissatisfied. They were getting twenty-two and one-half and twenty-five cents an hour, and wanted twenty-five and twenty-eight cents. For once the company misjudged. The men were really more dissatisfied than it thought—so much so that some able labor agitators from Chicago slipped in and got them organized in no time.

The company, with its general dislike for unions, discharged nine men—and instantly found itself with a strike on its hands. For once its marvelous scale had weighed wrong. It decidedly did not want a strike on its hands—to go along with the rebate indictments and so on. But even in this juncture there was no recklessness, no profiligacy. It gave just exactly as much as was necessary, and no more. It recognized

the union, reinstated seven of the discharged men, agreed to consider the cases of the other two, and to take up the wage question later. It gave way, but in no foolish panic. Whiting is undoubtedly a great success—for the company.

Only a few miles from Whiting, in the direction opposite to Gary, stands another company-made town—Pullman, an emanation of the will of the sleeping-car magnate. It is as different from Whiting as George M. Pullman was different from Standard Oil. For this town was a complete expression of the man who created it. He himself so regarded it and it was the apple of his eye—for a good while.

George M. Pullman was a philanthropist. I ought to put the word in quotation marks, for I use it in the sense that the newspapers, especially in obituary notices, have given it, rather than with the meaning that the dictionary gives. But putting it in quotation marks would make it look derisive, and that would be unfair. Probably Pullman's own faith in his own philanthropy never wavered—even when other people's faith in it went all to pieces.

You know how a sleeping-car looks—or how one used to look until recently, when they have taken to building them to look like a car. "A palace on wheels" was the old idea. Well, Pullman, Illinois, looked just that way. At the city gates you could fairly hear it saying: "Ain't I Elegant?" But, after all the sleeping-car was very well built—so was the town. The streets were spacious; those in the foreground were parked and ornamented with trees and shrubbery. Even on the back streets, for all the monotony of the dull brick tenements, one saw that the sidewalks were in repair, the houses solid and weather-proof. Mr. Pullman built a first-class hotel, an opera house, an arcade, a church.

Looking after the moral welfare of the population did not daunt him. He considered it his duty and undertook it strictly. He was the town. Through his sleeping-car company he owned it, and governed it by a feudal sort of system which, also, expressed the man. It is related that Mr. Pullman's hotel-keeper, in an emergency,

once sent some dozen napkins out of town to be laundered. Whereupon appeared Mr. Pullman's town-agent, in a state of strong indignation, demanding to know the hotel-keeper's warrant and authority for sending Pullman linen elsewhere than to Pullman laundry. Then followed a mighty controversy between hotel-keeper and town-agent, which finally issued in formal complaint by town-agent against hotel-keeper and formal protest and defense by hotel-keeper, all duly reduced to writing and submitted to George M. Pullman. That was the system.

The town, at the southern skirts of Chicago, was a famous show-place. Travelers went to see it as much as to the stock-yards; admired its grass plots, fine buildings, waterworks, gas system; above all, admired its air of good order; thought it a kind of industrial paradise. Mr. Pullman himself honestly admired it; sincerely believed, I am sure, that he deserved the gratitude of its inhabitants, whom he employed and for whom he had philanthropically provided so many blessings in the way of shrubbery, architecture, waterworks and the like.

Then came the great strike of 1894, and sadly changed the fair fame of Pullman—to the honest grief of its founder. The strike was an exceeding simple affair. Times were bad. There wasn't much work for the big plant. By November 1, 1893, Mr. Pullman's car shops had "laid off" some 4500 inhabitants of Mr. Pullman's model town. They could still walk over the good paving, enjoy the grass plots and look at the opera house; but their income ceased.

Mr. Pullman himself realized that this was a serious drawback to life in his town, and very honestly set himself to remedying it in so far as he could without its costing him much. He shut down his Detroit shops, taking the work which might have supported some thousands of Detroit families and giving it to the inhabitants of Pullman—Michigan being outside the sphere of influence of his philanthropy. But more was needed. He saw, as he carefully explained, that, in order to get car-building contracts, low prices must be quoted.



Of course, cars cannot be built for low prices except with low wages. According to the company's official statement, car-shop wages at Pullman that winter were reduced an average of nineteen per cent, and the average wage paid to a journeyman mechanic was \$2.03 a day.

The men objected to these statistics, pointing out that with the reduction they were put on "piece work," getting so much an hour, and employment was far from steady, so that the actual average income was nearer a dollar a day. Many specific instances were cited covering the 130 days from January 1 to May 10—for example; trimmer, worked 79 days, earned \$104.68, paid company \$21 rent, owed \$54, had wife and children; repairer, worked 88 days, earned \$114.40, paid \$66 rent, had wife and children. At any rate there is no question whatever that there was much misery in Pullman that winter and spring of 1894. In May, the men formally presented grievances—chiefly that they weren't making enough to live on. They wanted the wages of the year before restored. They complained some that rents they paid the company for tenements in Pullman were higher than rents outside the town.

Mr. Pullman met them himself, with a prepared statement which covered every inch of the ground. He showed from the books that, in order to give them work, the company was taking contracts at no profit whatever; even in some cases at an actual loss. As to rents, he showed, also from the books, that the company's net return upon the capital invested in the houses and improvements was only 3.82 per cent. And he added: "It will be readily understood that there is no room for reduction under these circumstances." If rents were a little higher in Pullman, the accommodations were superior. So, after all, the men were paying for the good sidewalks, stout roofs and model water and gas systems which visitors so much admired.

Mr. Pullman's long statement, right from the books, fairly floored the grievance committee. Only one of them could think of anything to say, and that was utterly illog-

ical. Said he: "Mr. Pullman, we want more pay."

The sleeping-car magnate was a short and chubby man, but full of dignity. He fixed the committee with his round, blue eyes and replied, very deliberately:

"Is there a man here who, knowing that we took the 200 cars we are now working on at a loss of \$12 a car, would say that he wants more pay?"

After that clinching shot the spokesman could only scratch his distracted head, and the committee silently departed. Three of its members were "laid off," and the men struck. That is, 2000 of them struck, the other 800 decided to keep at work. But as the company could do nothing worth mentioning with only 800 men, it turned them out, too, and shut the shops. Times were dismal indeed in the model town that summer.

Of course, Mr. Pullman's position was unassailable. It was highly absurd to expect the company to lower rents when it was earning only 3.82 per cent net upon the capital invested in the houses and improvements. On the other hand, Mr. Pullman's inhabitants were earning nothing whatever net. His company was not paying them enough wages to cover their operating expenses. It is a situation, unfortunately, all too well known to economics and philanthropy. Capital absolutely must earn something net. It cannot starve. Men can. It would be a very unreasonable workman who would ask the company to raise wages after knowing that it was already losing money on the contracts. The men seem to have felt this. Yet the wages were not enough for them and their families to live on—in which case, why work? You see, it was a dreadfully difficult problem all around.

In the annual report to stockholders, Mr. Pullman showed that the company's actual loss on the contracts that it took in order to keep the shops open was \$50,000. The company's total earnings that year were \$9,595,067. So the loss that it suffered in its benevolent effort to keep the town going was about one-half of one per cent. The same statement shows that the average

reduction of wages was nineteen per cent. That is, as a cold mathematical proposition, in the struggle to keep the town going the burden that fell on the men was thirty-eight times as heavy as the burden that fell on the company—and they were hardly as well able to stand it. For after meeting the loss imposed by its benevolence that year, and paying all expenses and charges, the company still earned, net and clear, \$5,200,417, or 14.4 per cent on its capital. This is why, when relief committees were carrying potatoes and bread to women and children in Pullman tenements, an illogical public pretty generally said that the model town was a fraud.

It was the benevolent, paternal, industrial-paradise idea that brought reproach upon Mr. Pullman. The things that happened in his town were happening more or less in plenty of other places, and people accepted them helplessly as a bad-times visitation of Providence. But the notion had always been held forth that Pullman was built and conducted with a vigilant and fatherly eye to the well-being of the workmen. This notion had been expressed in its paternal government.

July 31, 1894, according to the annual report, between five and six hundred Pull-

man employes owned homes, partly paid for, and the Pullman bank held savings deposits—in fair part of the clerical and executive staffs—amounting to \$356,362. This, then, was the net surplus of the men, and it was somewhat depleted before the strike was over. On the same day the net surplus of the company was \$28,112,060—which was not at all depleted, but steadily grew. The contrast was too gross. Just a few per cent from this net surplus would have so materially assisted inhabitants to make the distracting adjustment between company's rent and company's wages.

The pleasing industrial paradise concept was hopelessly shattered. Pullman is now simply a spot in the City of Chicago. The Company no longer wishes to govern it, paternally or otherwise, nor does the company, I believe, any longer especially encourage tourists to go out and admire the grass plots and the plumbing.

I hardly expect to see a terrestrial paradise at Gary, but I believe it will be an improvement upon Whiting, which does not concern itself with being a success for anybody except the company, and that it will have good grass plots like Pullman without making the mistake of being paternal in everything except bread and butter.

---

## Switched By A Landslide.

---

"After comin' aroun' the bend in Collins Cut," said the fat engineer, "I just glanced back to see that the markers, those little red and green tail lights which mark the end of a train, were there all right. I leaned 'way out of the cab window 'n' counted the sleepers as they swept aroun' the curve.

"Yes, there they came all right, burnin' like bright little emeralds 'n' I knew my train was all together 'n' followin' me safely down the hill.

"The night I am speakin' of I was runnin' the Sunrise Limited, as the fast Eastern express on our road was called. It

was in March, 'n' gentle spring was already spreadin' her velvet touch over the land.

"We had had a deal of snow that winter, 'n' now that it was commencin' to thaw out the stuff was makin' quite a little trouble for the management, slidin' aroun' the tracks from the mountain side, sometimes bringin' a piece of hill with it.

"As I glanced back along the sides of the glistenin' coaches I was attracted by a glare along the rails behind my train, 'n' in another second a headlight flashed aroun' the curve out of the cut in our wake, makin' very fast time. Even a blind baggage car could see that one of the engines in the

yards at the top of the mountain had slipped her throttle 'n' was rummin' away, chasin' us down the mountain.

"I was some set back for a second, but the only thing for me to do was to turn on a full head of steam 'n' make the best time I could, which wasn't the safest thing in the world to do, as we generally hold 'em pretty steady comin' down the mountain; but I must show a clean brace of tail-lights to the runaway.

"She wasn't quite a quarter of a mile behind us, 'n' looked like a fiery comet comin' down the rails, as her firebox door was open, 'n' with every exhaust of the engine the flare from her furnace lit up the sky. My engine bounded forward under a wide open throttle n' our race for the lives of those in the rear sleepers was on.

"Notwithstandin' the weight of the train behind me, which should give me a little advantage over the light engine comin' down the hill, we didn't seem to be able to shake her off. An' each time I trusted myself to glance back at her she seemed to be crawlin' up on us a little.

"If I could keep a few yards of moon-light between the pilot of the wildcat 'n' my rear car until we got down the mountain 'n' started up the Razorback on the other side, I could drop my engine down 'n' leave the runaway behin', as by that time she would be out of steam 'n' lay down like a runaway horse which has shot its bolt. But I wouldn't bet more 'n fifty B. R. T. rebate checks to a rag doll that we would beat her down.

"However, we had a fightin' chance 'n' the way I pounded my good old engine sent the hot coals out of the stack. I was gettin' a little nervous, as that light engine hung onto our trail like a bicycle cop after a speedin' auto.

"Comin' aroun' through Rocky Holler I got several chills down my spine as the watchman down by the little shanty was

hysterically wavin' his green lantern at me. Durin' the thaw the road had several watchmen stationed at intervals down the mountain to watch for landslides 'n' warn approachin' trains. Evidently there was a dangerous spot in the track that the watchman had discovered 'n' he was signallin' me to come ahead with extreme caution.

"I sure was up against the real thing now. A wildcat engine pressin' me hard on the rear flank 'n' a dangerous piece of track ahead. This was a case where the rule book failed to help one out.

"Take a safe course 'n' run no risks,' says the railroad Hoyle in chilly black double face type. Which was the safe course for me?

"I did some quick mental calculatin' 'n' concluded to keep a full head of steam up. I've read in newspapers about trains beatin' their way through slight landslides 'n' there was a show for me to cut through it if there was one ahead.

"But if I stopped my train that engine behind would be half through those sleepin' cars, killin' 'n' maimin' the snoozin' passengers. It would be safer for me personally to slow down, but I was not so selfish as to consider my personal safety.

"So we bounced along by the frightened watchman with speed not a whit diminished. I fairly stopped breathin' as we whirled down through the Holler. Just beyond the watchman's shanty I felt a tremblin' of the track 'n' my engine keeled badly.

"I clung to the cab, expectin' every second we would slide down the bank. But we kept the rails. We had barely passed the shanty when there was a rumblin' sound 'n' I saw the little watchman's cabin swirlin' down the bank.

"The heavy weight of our train at its terrific speed had caused the tracks to give way 'n' slide out just in time to take the runaway engine with it 'n' we were out of our bad mess."—*New York Sun*.



# THE FIRE SIDE

This Department is open to all women friends of the Brotherhood.

## Atlanta, Ga.

Atlanta Lodge No. 280, L. A. to B. of R. T., has already begun to make arrangements to help the brothers entertain the visitors who will come to Atlanta to attend the Convention that will meet here in May, 1907. Any sister who desires to attend this Convention can obtain information as to rates of board and lodging from our Secretary, Mrs. Ella Hamilton, 198 Oakland avenue.

We find that you can get nice lodging from fifty cents to one dollar per night; also board and lodging from \$1.50 on up. These places are within three to five blocks of the Grand Opera House, where the Convention is to be held.

We will have committees to meet all trains and assist every one in any way we can.

This is a grand opportunity to visit the Gate City, and we earnestly hope that every one connected with the Brotherhood will become enthusiastic and make a special effort to visit us at this time. We assure you a good time and a hearty welcome.

GRACE FAULCONER,  
Chairman.

LILLIE WELLS,  
LENA BRIDGES,  
EUREKE ADAMS,  
MINNIE DAVIS.  
Committee.

## A Toast To The Engineer.

Here's to the hero, the brave engineer,  
With an eye like an eagle's, a mind broad and clear;

With a grip as of iron, as steady as steel,  
With a hand on the throttle, come woe or come weal.

Daylight or darkness no difference make,  
His train to the end of the run he must take.  
His orders carefully must be obeyed,  
And on schedule time the run must be made.  
He may be weary and longing for sleep  
But men's lives are at stake and awake he must keep,

For danger is lurking behind and ahead,  
And one signal unseen or one message unread  
May mean the destruction of train and of crew,  
So his hand must be steady, his heart must be true,

His eyesight unerring, in dazzling sunlight,

In blinding snow, or the darkness of night.  
His pathway with danger and hardship is fraught,  
And sometimes his labor is all for naught.  
But it's all in the life of the man of the rail  
To labor and win or to labor and fail.  
Here's to the man whose heart knows no fear—  
Here's to the man—the brave engineer!

MISS LYDIA M. DUNHAM,  
Lehigh Tannery, Pa.

## Now.

If you have hard work to do,  
Do it now.

Today the skies are clear and blue,  
Tomorrow clouds may come in view,  
Yesterday is not for you;  
Do it now.

If you have a song to sing,  
Sing it now.  
Let the tones of gladness ring  
Clear as song of bird in spring.  
Let every day some music bring;  
Sing it now.

If you have kind words to say,  
Say them now.  
Tomorrow may not come your way,  
Do a kindness while you may;  
Loved ones will not always stay;  
Say them now.

If you have a smile to show,  
Show it now.  
Make hearts happy, roses grow,  
Let the friends around you know  
The love you have before they go;  
Show it now.  
—Charles R. Skinner, in *New York Sun*.

## Dou You Ever Think?

Do you ever think of the man at the brake  
When you reach your journey's end?  
Do you ever grasp him by the hand  
Or greet him as a friend?

Are your prayers for him at the fall of night  
As the great train starts away?  
Does your heart go out to him in thanks  
When he brings you home at day?

His wife and children he leaves behind  
With a prayer to God on high;  
And he takes his stand on top of the train  
A hero to do or die.

All through the long hours he is working his head  
As the iron steed speeds along;  
Your safety depends on his vigilant eye  
As he watches that naught goes wrong.

In the dead of the night the whistle tells  
Of the watch he keeps so well.  
Are your thoughts with him as he rushes by  
And you hear his warning yell?

His clothing is rough and visage grim  
But his heart beats big and true.  
He asks no praise for the work he does,  
But the thanks should come from you.

Then gratefully think of the man at the brake  
And hail him a hero bold—  
A plain man doing his duty well—  
For love of it rather than gold.

BUTTINSKY BOB.

### Dreams.

If the iceman should come to me some day,  
While weighing out a piece at my back door,  
And, dropping it upon the porch, should say:  
"It was so cold last year and year before,  
The crop is long and we have cut the price"—  
If he should just say that and lay the ice  
On my back step and then drive on—but hush!  
Such dreams as this are only silly gush.

Or if the butcher, wrapping up my steak,  
Should say: "You know, the corn crop was so  
vast,

And feed so cheap, we're able now to make  
A slight reduction in the price at last"—  
I say, if he should tell me that and take  
Two cents a pound from last week's price of  
steak,

I wonder if the shock—but pshaw! why spare  
The time to build such castles in the air?

Or if the baker, doling out my bread,  
Should put a penny back into my hand,  
And say: "The world will be more cheaply fed,  
Since there is a large wheat crop in the land"—  
I say, if he should voluntarily  
Return a single penny unto me,  
I wonder if I'd be—but, Heart, be still;  
There is no possibility he will!

Or if my tailor, deftly sizing me  
For a new suit, should say: "You know that  
sheep

Are multiplying fast and wool will be  
In cloth upon the market very cheap"—  
I say, if he should just say that and take  
Five dollars from the price—well, then, I'd  
wake

Right up and rub my sleepy eyes and laugh,  
To think of tailors giving me such chaff.

I know that these are merely dreams—that ice  
And meat and bread are going up—that crop  
Or if my tailor, deftly sizing me  
There is no likelihood of any drop;  
But my employer tells me he will give  
Me higher wage—it costs so much to live—  
So now I do not need to skimp and scratch—  
My pipe is out! Has any one a match?

—J. W. Foley.

### The Old Howling Blizzard.

How dear to my heart is the fierce howling bliz-  
zard,

Which comes from the north like a wolf on the  
fold,

Predicted by Foster or some other wizard,  
The charger of snow and the demon of cold;  
How sweet to be caught in its grasp like a  
feather,

And find yourself wrapped round a telegraph  
pole;

Oh! how we adore, in this wild wintry weather,  
This blizzard that comes when you're clear out  
of coal—

This wild, whirling blizzard, the razor-edged  
blizzard,

The loud-howling blizzard fresh from the North  
Pole.

—Lincoln Journal.

### Statement Of Claims.

|                                      |              |
|--------------------------------------|--------------|
| Port Huron, Mich., March 1, 1907.    |              |
| Previously paid .....                | \$259,140.17 |
| Paid Since Last Report.              |              |
| 661 Mary Purcell, Jersey City, N. J. | 500.00       |
| Total .....                          | \$259,640.17 |

#### Died Since Last Report.

Eva Hubbell, of Lodge No. 171, died February  
4, 1907.

Margaret McHenry, of Lodge No. 323, died  
November, 1906.

Florence Shellenberger, of Lodge No. 143, died  
December 16, 1906.

Nellie Guthrie, of Lodge No. 234, died February  
11, 1907.

Emma Morrissey, of Lodge No. 219, died Janu-  
ary 17, 1907.

Mary O'Shea, of Lodge No. 46, died January  
26, 1907.

Katherine Fitzgerald, of Lodge No. 76, died  
February 4, 1907.

Margaret O'Dea, of Lodge No. 69, died Febru-  
ary 7, 1907.

Mayme Freeland, of Lodge No. 339, died Feb-  
ruary 14, 1907.

Amelia Gordon, of Lodge No. 330, died Febru-  
ary 10, 1907.

Mary Newcomer, of Lodge No. 15, died Febru-  
ary 16, 1907.

Lettie Morganstein, of Lodge No. 330, died  
February 2, 1907.

AMY A. DOWNING,

Digitized by Google G. S. and T.

# TRAIN RULES AND KINDRED SUBJECTS

Send all inquiries to H. A. Dalby, Naugatuck, Conn.

## Rules For Movement By Train Order.

**RULE 201.**—For movements not provided for by time-table, train orders will be issued by authority and over the signature of the \_\_\_\_\_. They must contain neither information nor instructions not essential to such movements.

They must be brief and clear; in the prescribed forms when applicable; and without erasure, alteration or interlineation.

This rule is the same in both the old Code and the new. It should be noted that train orders are to be used only for the *movements* of trains, not for instructions relative to their work nor for any other purpose than that indicated in the rule. The original intention in the use of train orders was to provide for movements of trains as related to each other, altho they are frequently used for slow orders, notification of obstructions to the track and other matters relating to the safety of trains while passing over the road. Messages or bulletins would answer the purpose of these latter instructions quite as well but the object in putting them in the form of a train order is that they may partake of the safeguards provided for their handling and delivery, such as repeating, obtaining "complete," etc., the train being held by the train order signal, and, if on the 31 form, the signature of the conductor and possibly the engine-man is taken as a receipt. This is not exactly a violation of the object of the train order although it may be carried to excess and be used for purposes which should be accomplished by ordinary telegrams. Train orders have, in times past, been used for in-

structions to pick up cars, etc., but this is all wrong, as it tends to lessen the importance of the train order for its own proper use. Probably this practice is extinct at this time, as it should be, but the writer has known several places where it has been misused in this way. The train order is "for movements not provided for by time-table," as the rule distinctly states.

"Train orders will be issued by authority and over the signature of" the officer in charge of train movements, whoever that may be. Taking every road collectively they are probably about evenly divided in this matter, some using the name of the superintendent, some the train master and others the chief dispatcher. Occasionally it is the name of the assistant superintendent or superintendent of transportation. But a strangely inconsistent fact in this connection is that the person whose name appears on the order knows nothing of its existence, never personally authorizes it, and in many cases could not sit down to the desk and do the work if called upon. The train dispatcher is the man who arranges the movement without aid or direction from any one, is held entirely responsible for the safe and prompt movement of traffic over his division, and bears all the criticism and censure in case the results are not satisfactory. Yet we know of but one road in America, and that not in the United States, where he signs his own name to the instructions he issues. On some roads his own initials appear in connection with the "O. K." or "Complete," but on a large number

the man who directs these affairs is entirely unknown to those to whom his instructions come.

Usually the name which is signed to train orders appears also on all telegrams and communications having reference to the work of the trains, handling and distribution of cars, etc., and to this officer must be addressed all communications from trainmen and others having reference to this department of the work. Generally speaking, this work is performed by the chief dispatcher, who is the working head of the division; that is, he is in direct charge of the movement of the traffic, ordering the trains, the crews and the motive power, authorizing the tonnage for freight trains and the equipment of passenger trains, distributing cars, etc., just as the dispatcher is in charge of getting the train over the road after it is made up and ready to move. Sometimes, like the dispatcher, he is required to sign another man's name to his own instructions, bears the blame if things are not properly managed and, if not capable of assuming such responsibility, is retired and another put in his place. A pleasing feature in this connection is that the name of the chief dispatcher is used on many roads for the instructions he himself gives, but the dispatchers also use it for the orders they issue, while as a matter of fact the chief has but little, if any, more to do with the dispatcher's orders than the superintendent or the general manager. So far as the men on the train are concerned, however, they are required to respect all instructions signed in the usual way, whether in the form of train order or message. They would be required to observe verbal instructions if such were offered and the safety of the train were concerned. Verbal instructions should never be accepted, however, to confer any rights or to relieve them in any degree from duties required by the rules or by any previous written instructions. Rule 106 should always be kept in mind, and should information come to a train, in any form, which may involve the safety of its movement, it would be the duty of those in charge to respect the same and take such measures as

will prevent any possible damage to person or property.

Train orders "must be brief and clear; in the prescribed forms when applicable." These are two very essential characteristics of a train order. They must be brief enough so that they do not contain unnecessary words or information, but must not be so brief as to leave doubt as to what they mean. This latter tendency is greater than that of making them too voluminous. The questions that are frequently asked by train and enginemen with regard to orders they have received reveal the fact that in many cases a few more words would make the order so clear that the question need not have been asked. They should also be in the prescribed forms or in some adaptation of the form which is clearly covered by the example given in the rules. In former years there have been many cases where this rule was habitually disregarded because, it was claimed, the authorized forms did not provide for certain situations. Possibly that was true to some extent, but the rules of the present day furnish forms and examples for practically every ordinary movement and it is seldom necessary to go beyond these in issuing train orders. We have always tried to impress upon the dispatchers and others that when we get outside of the prescribed forms we have no authorized explanation of them and while it is, of course, the duty of those receiving them to interpret them according to fixed principles and according to good, common sense, yet if an order is issued which is not according to the prescribed forms we simply take chances on the way it will be understood, and if it is not understood properly the one who issues it is largely, if not entirely, responsible for the results.

They must also be "without erasure, alteration or interlineation." It should be a clear, plain copy, with nothing scratched out or erased, no words inserted or altered in any way. There should be no characters which do not belong to the reading of the order, such as parenthesis, brackets or circles around figures. There should, in fact, be no punctuation unless it is necessary and then it should be made very plain so that

it cannot possibly be mistaken for anything else. Punctuation is necessary, however, in some cases, so that the proper sense of the order may be apparent. Usually the period, colon and comma are all that are necessary, and these should be so plain as to avoid any possible mistake.

Since the typewriter has come to be a necessity in almost every business it has become a question whether it is safe or practicable to use it for train orders. If the work is properly done it certainly makes a much plainer copy than if written by hand, but machine work of any kind is more or less liable to error and if the operator strikes a wrong letter it produces a defective copy and one which, under the rules, should not be delivered or accepted. It is also forbidden to erase or alter a word or a letter so it would appear that unless the order is turned out perfectly it cannot be used, and in almost every case it would involve a loss of time to make a corrected copy. Many roads require that when an order is to be re-written it must be sent directly by the dispatcher and this would frequently cause a delay, not only to the train for which the order is intended but to others as well. Even with these objections, however, the use of the typewriter is authorized on some roads, but we believe the majority of officials discourage its use if they do not positively forbid it.

**RULE 202.**—Each train order must be given in the same words to all persons or trains addressed.

This rule was not changed by the revision of the Standard Code. It represents the most important principle on which the Code was founded, the duplicate or double order system. The original method of handling trains by telegraph involved the sending of two or more orders to accomplish each move. To make a meeting point, an order was first sent to the superior train and then another to the inferior. This was sometimes increased by a third or a fourth order to the operator who was to hold the superior train and the operator at the meeting point, respectively. It seems this was practiced for years before it occurred to any one that the same order in the same words

could be sent at the same time to all concerned. On this single order principle an elaborate system was built up, some parts of which possibly were, commendable, and doubtless there are some today who still contend that the old single order system was the only way to run trains. But it is now well nigh extinct, if not entirely so, the present system having grown rapidly into favor since the coming of the Standard Code.

In an early edition of the Code the rule was somewhat different from the present form and it is possible that this old rule may still be in existence on a few roads. It is numbered 451 and is as follows: "Each order must be given in the same words to all persons or trains directly affected by it, so that each shall have a duplicate of what is given to the others." It was changed to the present form for the reason that it could not be fulfilled in every case and there were certain forms of train orders authorized which did not carry out the idea of giving each order in the same words to all persons or trains directly affected by it. For instance, in authorizing the display of signals for a following section, if when the order is given to the first section it is not known what engine is to be on the second, both cannot get the order in the same words. There are other instances where this is true, so that the present form was adopted as one whose provisions can be complied with and still conform to other rules and to common practice. It is entirely possible to give the order in the same words to all persons addressed though perhaps not to all persons directly affected by a particular movement.

There may be, indeed, a temptation on the part of the dispatcher, to vary from the present rule on some occasions where, after an order is repeated and ready for delivery to certain trains, an addition can be made on the copy for some particular train without putting it on the copies delivered to other trains. While this may be convenient in some cases and may even be perfectly safe, yet it is a violation of the rule and should be discouraged. Every



copy under the same number should be exactly alike, no matter who holds them.

**RULE 203.**—Train orders will be numbered consecutively each day, beginning with No. — at midnight.

This rule is also alike in both the old and new Codes. On almost every dispatcher's district it is the practice simply to begin with Order No. 1 at midnight and continue throughout the day. There may be certain conditions, however, which would make this impracticable and occasionally we find a district on which the numbers begin with 200 or even with a higher number to distinguish them from another series issued from the same office. It is sometimes the practice, also, to number slow orders in a higher series, keeping them in effect from day to day as occasion may require. By this means they do not conflict with regular orders issued each day.

**RULE 204.**—Train orders must be addressed to those who are to execute them, naming the place at which each is to receive his copy. Those for a train must be addressed to the conductor and engineman, and also to any one who acts as a pilot. A copy for each person addressed must be supplied by the operator.

Orders addressed to operators restricting the movement of trains must be respected by conductors and enginemen the same as if addressed to them.

We quote here the new form of this rule. It differs from the old rule only in the addition of the second paragraph. This paragraph is taken from the explanation to Form J (holding order) and is meant particularly to apply to cases where an operator has orders to hold a certain train, as under that form, but it also has reference to the "middle order" so called, in which, when making a meeting point for two trains, the dispatcher sends the order to the operator at the meeting point, it being his duty to see that the order is properly executed. The changed position in the Code not only places it where the classification of the rules is more logical but also invests it with additional meaning, as indicated.

When there is a pilot on a train the order

must be addressed to him and the operator must take a sufficient number of copies so that he may be supplied.

**RULE 205.**—Each train order must be written in full in a book provided for the purpose at the office of the —: and with it recorded the names of those who have signed for the order; the time and the signals which show when and from what offices the order was repeated and the responses transmitted; and the train dispatcher's initials. These records must be made at once and never from memory or memoranda.

The revision makes no change in this rule, its object being merely to require a complete record of all orders to be kept by the dispatcher. The blank is usually filled by inserting the title of the officer in direct charge of train movements.

1.—What is the only proper use of a train order? 2.—Have you known of its being used for other purposes aside from train movements? 3.—Whose name is signed to train orders on your road? 4.—Does the dispatcher's name or initials appear on the order? 5.—How would you act if notified verbally by the operator or other person that there was a bad spot in the track or that a heavy rain had made the track in bad condition? 6.—What if told by the operator that no trains were near and it was not necessary to protect your train by flagging? 7.—Do you know of any situations that cannot be provided for by train order under the forms authorized? 8.—Are you accustomed to see on train orders any characters not properly belonging to it, such as parenthesis, circles, etc.? 9.—Is it good practice to use them? 10.—Are any typewriters used for train orders on your road? 11.—What is your opinion as to their use? 12.—Do your officers permit them or forbid them? 13.—Do you know any road using the single order system of train orders, either in whole or in part? 14.—Why is it not in favor? 15.—Is Rule 203 on your road the same as in the Standard Code? 16.—Have you ever received an order which differed from copies of the same number delivered to other trains? 17.—Is this right? 18.—Do they use the "middle

order" on your road? 19.—Is it considered a good thing?

### QUESTIONS.

156.—"I receive Order No. 5 to C. and E. engine 2 at A (which is a terminal station): 'Engine 2 will run extra A to C.' I get to B, which is a junction, and the engine has to go back to A for repairs. I get Order No. 6 to run extra B to A. When I am ready to go back to my train at B, do I need another order to go?"—H. B. C.

ANSWER.—You do need an order to run the second time from A to B as you used your first order to cover this distance the first time. The real question is, do you need another order to continue to C after you arrive at B the second time? In answer to this, our opinion is that you do not need such an order. You hold your first order and it has not been "fulfilled, superseded or annulled."

157.—"Please answer the following question under the Old Standard Code. 'No. 54 will run ahead of No. 2 until overtaken.' No. 2 is a first-class train and No. 54 is a second-class. No. 54 is overtaken at B by No. 2, displaying signals for following section. Can No. 54 proceed ahead of 2d No. 2 on their order?"—W.

ANSWER.—A situation of this kind is not contemplated in the rules of either the old or new Code, so they do not furnish any answer to the question. They require that each train concerned in a train order shall be mentioned individually and therefore there is no provision made for cases where trains may be taken collectively as in the case of "No. 2" (composed of two sections) in this order. It therefore remains for each road to make its own ruling in regard to it, and all the writer can do is to express his own opinion as to how he thinks the ruling should be made.

The object of the order is to help No. 54 (using the present example) as far as possible ahead of No. 2 and our opinion is that the order should be construed to confer this help ahead of the second section as well as the first. If this understanding were authorized, No. 54 could follow 1st No. 2 until overtaken by the 2d section. It is,

however, a question which must be settled definitely by your own officers.

The situation is one that should not happen if the dispatcher can prevent it and it can be prevented if No. 54 can be reached with an order. He should avoid all situations which are likely to raise a question as to the authority of a train to proceed. When he sent the first order, if he knew there were to be two sections of No. 2 he should have specified them in the order, authorizing No. 54 to run ahead of 1st No. 2, or 1st and 2d No. 2, as he might wish. There would then be no question. If he found afterward that there were to be two sections he should, if possible, have sent another order to No. 54 giving definite instructions. If, at the time he sent the first order, he was not sure as to whether there would be two sections, he could have made it read, "ahead of all sections of No. 2," and it would not have been necessary to change the order afterward. However, there is still a possibility that the matter would work out as described in the question and for this contingency you should have instructions from the proper officer. If you have no such instructions you are simply left to your own judgment and we think you should not be censured if you made an effort to keep going, ahead of the 2d section.

158.—"I have an order which I would like to have explained. We had Engine 569 and got an order to run extra from A to D with right over No. 55, which is a local freight. When we arrived at C we get another order saying that Engine 569 will run extra C to B and return to C and will meet extras 2312 and 2145 at B. Nothing was said in this order about No. 55. We were delayed at B three hours for the two extras. After meeting them we started for D against No. 55 and found they had been waiting for us at that station 55 minutes. Did we have a right to run from B to D. against No. 55 on the first order we got? Some claim we did not."—H. I. B.

ANSWER.—This brings up the question of whether an engine and crew which is changed from one train to another can continue to use the train orders it had

previous to the change. Even though it continues (as in this case) to be an extra of the same number, the fact is that it is created anew by its train order and thereby becomes a new train.

While the rules do not positively say so, they certainly give us to understand that when a train completes its run it is dead and is off the road. This is true whether it is a regular train and has fulfilled its schedule or is an extra and has run over the portion of the road which is called for in its running orders. It is also true in the case before us for, although extra 569 has not fulfilled its original running order, it has been temporarily taken off that run and ordered to run extra from C to B and return. This makes it a new train and it is generally agreed that it must have a new set of orders to enable it to start out on its new run. Indeed, this is positively stated in at least one book of rules, that of the N. Y. C. & St. L. Railway, in its Rule 256, from which we quote: "When a section or an extra train reaches the end of its then authorized run, or when authority to run as the train is taken from them, all train orders held by such trains thereupon become void and must not again be used. All orders held by work extras become void at the time their working orders expire, or are annulled."

This, in our opinion, is the interpretation of the rule by those who have expressed themselves on the subject. Applying it to the question, Extra 569 had no help on No. 55 while running from C to B and return, but on resuming the use of its original order and running from C to D it could use the orders issued for that run.

Of course it may be argued that No. 55 is effectually held at D, and so it is; but that does not affect the principle that when an engine and crew take up a new run they must have new orders as though they were starting out for the first time.

There is just one exception which might be made and that is in the case of annulment orders. When a schedule is once annulled it is impossible for it to be restored, so there can be no element of danger in any one using it. This is permitted by

Rule 252 of the road above mentioned, which is as follows: "It is not necessary to receive the annulment of a train but once for the date and between the points named in the order annulling it."

We will say for this whole subject that there are probably a number of roads on which the question has never been discussed. It is an important one, however, and should be brought to the attention of officers in charge of train movements.

159.—"Please answer what kind of an order is necessary for a train to have on leaving its starting point. Is a 19 order only authority, or does it require a 31?"—M. C. V.

ANSWER.—We cannot answer this question without a knowledge of the rules of that particular road in regard to a train leaving its initial station. The Standard Code does not say anything about it. Our opinion is that almost every road requires a train to be given either a clearance card or a train order. If this is the language used we should say either the 19 or 31 form would fulfill the requirement. In some places there is the distinction of a "movement" order and by this is meant an order affecting the movement of the train as distinguishing it from a slow order or any other instructions which may be given in the form of a train order.

160.—"Please explain this question according to the accompanying map:

(No telegraph office)

A                      B                      C

North ————— South

"Engine 50 gets an order to run extra from A to B and return to A with right of track over all trains but will not leave B until Extras 91 and 94 north arrive at B. Extra 94 arrives but Extra 91, the first mentioned in the order, did not come, and it was found out afterward that Extra 91 had left A 30 minutes before Extra 50's orders were given at A. Please state if this was a proper order and should have been given in this form, and if not, how should the order read?"—J. I. R.

ANSWER.—When the dispatcher sent the order if he was aware of the fact that Extra 91 had left A as stated, he should have ascertained if it had arrived at C. If it had,

it was off the territory to be covered by Extra 50 and need not have been mentioned in the order. If it had not arrived at C, it was a north bound extra using that part of the road over which he desired to run an extra south, and as such it must be taken into account in issuing the order to Extra 50. In other words, he could not give Engine 50 orders to run from B to A without making provision for Extra 91 now running from A to B.

Now, the facts of the case are probably these: Extra 91 is reported to the dispatcher as having left A. There is no siding between A and B, so that it must go to B if it goes anywhere, and, furthermore, it must arrive at B before Engine 50 can get there. Some may say, therefore, that he might omit all mention of Extra 91 in the order. So he might, and probably in almost every case no serious result would happen, but it would be a violation of the rules just the same. Not only this, but the element of danger is not entirely absent. Occasionally operators report a train as having left a station when it has not. It is not impossible for Extra 91 to still be in the yard at A and Extra 50 to start out ahead of it. If Extra 91 had pulled out of the yard or started to pull out and had broken a drawbar it might have backed in again to make necessary repairs. If the telegraph office was some distance from the north end of the yard these mishaps could easily take place without the knowledge of the operator. All these things must be taken into consideration in issuing train orders and we should say the order was properly worded. But if we have a correct idea of the situation and the train that left A 30 minutes before Extra 50 got their orders was the one mentioned in the order, we think the dispatcher should have explained the circumstances to Extra 50 and this could have been done by adding a few words to the order, for instance: "Extra 91 north reported out of A at 1 p. m." This would have given them the key to the situation and they could have been governed accordingly.

161.—"Stations on this road from west to east are Seligman, Washburn, Woodruff,

Exeter. We were on No. 30, east bound, and got the following order, No. 9: 'Extra 671 West will meet No. 30 at Exeter.' We also got Order No. 14: 'No. 30, will wait at Woodruff until 6:30 a. m. for Extra 671 west.' We received these two orders at Seligman. When we arrived at Woodruff Extra 671 was there, having made Woodruff on the wait order. When we arrived at Exeter the dispatcher annulled the wait order, No. 14, but not Order No. 9. I claimed that the extra did not have any right to leave Exeter until we arrived and also that No. 30 had no right to leave Exeter until this meet order was annulled. Am I right? Washburn and Woodruff are blind sidings."—J. W. S.

ANSWER.—We should call this a very queer piece of dispatching. There is no place in the rules for a wait order and a meet order between the same trains and there is no call for it in actual practice. There is no situation in which these two forms can be used in conjunction. The Standard Code does not contemplate any such use of them and therefore there is nothing to tell us how the trains should act on receiving them. We do not see how a dispatcher can issue them both and allow them both to be delivered unless he forgets himself. But if, by any chance, No. 30 does come into possession of both of them there is nothing for it to do but to fulfill them both. Another strange circumstance is that when No. 30 arrived at Exeter it received an annulment of the time order holding it at Woodruff. This seems wholly unexplainable. What it needed was an annulment of the meet order.

Whatever may be said as to the bad mixture of orders, a train receiving them should comply with their requirements. A meet order means meet and nothing else and Extra 671 should wait at Exeter until No. 30 gets there. If the extra is justified in disregarding the meet at Exeter, No. 30 is equally justified in ignoring the wait order at Woodruff. All orders must be obeyed whether they look reasonable or not, that is, of course, unless they appear to involve danger, which these orders did not.

As to No. 30 requiring an annulment of the meet order after they arrive at Exeter, having already met the extra, we think we should ask for it, although if by reason of wire failure or any other cause it could not be obtained, there would probably be no censure of No. 30 if they should proceed, since they have every evidence that the extra has been met.

As in every case where orders are improperly issued, the rules do not provide any answer to the question. Men must be guided by their own judgment, always keeping on the safe side.

### THE BABY DID IT.

"Thank heaven, I have found a seat," sighed the tired man. "I am going to stick to it, too. Nothing short of an accident or a woman with a baby can rout me out till I get home."

Presently the tired man's repose was broken by an emphatic thumping on the rim of his hat. He looked up and found that the disturbing element was a baby's foot. His eyes traveled a little higher and encountered an appealing glance from the young woman who held the disturbing element in her arms. The man became embarrassed; he sat still but a few seconds longer.

"Madam," he said, "will you have this seat?"

The young woman sat down; the man went out on the back platform and picked a quarrel with the conductor. When he got tired of that he stepped inside the car again. Directly in front of him, but under different guardianship, sat the baby that had so ruthlessly assaulted the rim of his hat a few minutes before.

"Hello," said the man. "Aren't you the youngster that took liberties with my head-gear a little while ago? How did you get down to this end of the car?"

The baby's reply was not exactly intelligible, so his mother supplemented it with a more lucid explanation.

"He belongs here," she said. "The lady sent him back. She just borrowed him for a few minutes because she heard some man say that nothing short of an accident or a woman with a baby—"

"O!" interrupted the tired man eloquently.—*New York Globe.*

### THE BLACK SHEEP OF THE FAMILY.

"Let's see," said the man who had been away a long time, "You had two boys, didn't you?"

"Yes," replied Pat. "They would av been three av thim, but one was born a girl."

"I remember now. Tom and Andy you named them, after Thomas Jefferson and Andrew Jackson, didn't you?"

"Yes."

"As I remember Tom he was a very bright little fellow. I never knew so much about Andy."

"Ah, but that Andy! He's the boy. He led the big league twict in battin', and now he's managin' a club out in Missouri and has a conthraht fer five years at a turrible big salary. Me and his ma can't git over bein' glad we never made Andy go to school, but let him play ball on all the corner lots av the neighborhood. And all the neighbors have his pitcher in their parlors. They're that proud av him. He gets more salary than a mimber av the cabinèt at Washington."

"That's fine. I'm glad to hear that Andy is doing so well. But what about Tom? I always had an idea that he was going to turn out well."

"No, Tom ain't amountin' to much. He was more fer wastin' his 'time goin' away to college and that. He's only the chief lit'ry advisor or something like that for one of these firms that prints books. But thin you know they say there's a black sheep in nearly ivery family."—*Chicago Record-Herald.*



There is no free list.

Send all remittances for subscriptions to the Grand Secretary and Treasurer. See Section 30 Constitution, Grand Lodge.

Letters for this department must be written on one side of paper only, written with ink and must be at the office not later than the 12th of the month to insure insertion in the current number.

All changes of address, communications pertaining to the Journal, etc., should be sent to the Editor. Do not send resolutions.

When the Journal does not reach you, immediately give us your name, correct address and the number of your Lodge.

## Our Convention.

It is nearing the time when we should instruct our delegate of the wishes of the members of their respective lodges. I look to see this Convention one that will make history for our Brotherhood. Some of the following questions I would like to see threshed out before our delegates leave for Atlanta: First, and I think the most important one, do we need a Convention every two years? I will answer this—No! Our Brotherhood is officered by very able men who are the leaders in the labor world and are well fitted to handle any and all questions that may arise.

What special legislation is called for this year? Some say, change the insurance plan! No, let well enough alone. Our insurance is all right and when we take into consideration we pay on an average of \$150,000 every month, it will not stand any more under the present rate.

Some say that claims should be settled every two years. Yes, that is true. Why not settle them every twelve months? I can see no reason why.

I believe the following plan, if adopted at Atlanta, would bring good results. Amend the Constitution to read: That our Convention will be held every four years, instead of two. This will comply with the national insurance laws. Also make a law at Atlanta creating the Grand Executive Board and the Board of Grand Trustees a Special Beneficiary Board to pass on all claims presented to the Grand Lodge for adjustment. Have them meet in Cleveland, where the records are kept, every January, or the same time our Grand Trustees meet. Make their decision final and their reports to be submitted to the Convention. If the advocates of more insurance at our present rate would adopt this plan, we would be in a position financially to make such laws as they wish in a very few years.

At this time don't let's bother our insurance.

A great many ideas have been cited to cut down the expense of our Convention, state representation, proxy voting, etc. These would still be expensive and would not be satisfactory or bring

good results. I don't believe in taxation without representation. I venture to say any of the above plans cited, such as proxy voting and state representation would be a failure.

Another question: Let's adopt a Convention city; and what is the matter with Cleveland, Ohio? It is geographically situated and is near the center of our membership. Some have been opposed to a permanent convention city, and some very good reasons were cited. I believe the main objection has been that transportation would be required over the same lines every two years. Our national rate law forbids the giving of free transportation only to employees. This will require many of our delegates to pay their fare, and if the four-year plan is adopted would work very little if any hardship upon any line. For this reason I prefer Cleveland. The records would not have to be moved and we would be right at the seat of war.

Last, but not least. We want and need a Fifth Vice Grand Master on the Pacific Coast. Many lodges west of the Rocky Mountains have not had a visit from a Grand Lodge officer in years. This is a large field and plenty of work to do. Brother Newman, our Third Vice Grand Master, is situated in Denver and is very busy around Colorado and Texas. Brother Murdock, our Fourth Vice Grand Master, has his hands full in Canada. We have about 90,000 members, and before the year is closed will have 100,000, also over \$1,200,000 in our treasury. We pay about \$1,800,000 of insurance yearly. Don't let us stop the good work. I would like to see this officer elected by the Convention at Atlanta, and plenty of work he would find to do. One of my reasons is, our Grand Lodge officers are now required to pay their railroad fare. This alone will prevent them from jumping long distances, as was the usual custom. This would save long jumps, and so much travel, and would go a long way toward paying a fifth Vice Grand Lodge officer. I would like to see our western delegates get busy on these questions at Atlanta.

Too much discussion cannot be had on these three questions.

## The Home.

The following donations have been received at the Home for the month of February:

### B. R. T. Lodges.

|             |         |          |          |
|-------------|---------|----------|----------|
| 34.....     | \$ 5.00 | 330..... | \$10.00  |
| 56.....     | 2.00    | 368..... | 5.00     |
| 82.....     | 2.50    | 461..... | 4.00     |
| 89.....     | 5.00    | 469..... | 7.00     |
| 97.....     | 4.00    | 519..... | 5.00     |
| 151.....    | 12.00   | 583..... | 18.00    |
| 185.....    | 5.00    | 618..... | 5.00     |
| 201.....    | 12.00   | 690..... | 2.50     |
| 224.....    | 2.00    | 704..... | 10.00    |
| 299.....    | 4.00    |          |          |
| Total ..... |         |          | \$120.00 |

### Summary.

|   |          |
|---|----------|
| O. R. C. Divisions .....                | \$ 59.00 |
| B. R. T. Lodges .....                   | 120.00   |
| B. L. E. Divisions .....                | 198.00   |
| B. L. F. Lodges .....                   | 9.00     |
| L. A. C. Divisions .....                | 44.00    |
| G. I. A. Divisions .....                | 18.95    |
| James Costello, No. 270, O. R. C.....   | 1.00     |
| Alfred S. Lunt, No. 456 B. R. T.....    | 1.00     |
| George St. Myers, No. 110, B. R. T..... | 2.00     |
| Members of No. 94, O. R. C.....         | 8.50     |
| Members of No. 656, B. L. E.....        | 8.50     |
| Total .....                             | \$464.95 |

### Miscellaneous.

|  |
|--|
| Two Quilts from No. 188, L. A. C.                  |
| Box of Books from T. J. Marsh, No. 629, B. L. E.   |
| Package of books from W. G. Gerry, No. 1, O. R. C. |

Respectfully submitted,

JOHN O'KEEFE,  
Sec. & Treas.

## Newark Lodge, No. 219.

It has been many a day since this old and beloved lodge of ours held such a meeting as was the one of Sunday, February 24th. We initiated four healthy candidates. There were present quite a few of our charter members, and during the meeting memories of the past were refreshed. The meeting passed along in pleasant lines, but it was in "the good of the order" where the beautiful part of the session came in. The spirit of the occasion seemed to catch all the members and some beautiful expressions were made of brotherly feeling and a very pleasant social half hour was spent in the "good of the order," which was closed by the organist playing that good old air, "Sweet Bye and Bye," and the closing ode was sung with a will.

Brothers, such meetings as this are conducive of a vast amount of good to our order. They encourage a spirit of true brotherly feeling, and this is the one thing necessary for the success of our organization. It has been written that it is good for brethren to meet together in unity, and so it is. Strife, jealousies, dissensions, animosity should all be forgotten. No ill feeling of any

description should prevail. Each and every member of our order should work to help one another when occasion requires and always work for its best interests. It is decidedly wrong for a brother to leave a lodge room feeling that no one has any interest in his welfare. We meet on a common level and we must work on a common level. Every man has hope—ambition for such and such things, and these hopes and ambitions must be cultivated—not destroyed. The three great charms are Faith, Hope and Charity. The greatest of these is Charity; the next Hope, and Faith will follow. We hope that such and such things will come to pass and that all brethren will be charitable enough to help us, and we have faith that they will. There is no better way to upbuild our lodges and our order than to have a true spirit of harmony prevailing in every lodge room. The cry has been raised that the lodges are having a detrimental effect on churches. A properly conducted lodge meeting is as beneficial to mankind in some respects as a church. In our lodge rooms we are taught, or at least should be taught, to guard a brother's welfare as sacredly as our own, never to defraud a brother or see him wronged. If we all live strictly up to the teachings of our Brotherhood and put those teachings to practical use we will be none the less fitted for our final place of abode by our affiliations with the lodge. The average railroad man has been for the past few years deprived of his Sunday rest. If he does get a Sunday off his family has first claim on him before either church or lodge, but a good Brotherhood man will never wholly neglect his lodge. So let us all make a desperate effort to attend meetings regularly and thus assist and encourage the presiding officer to properly conduct the meetings and work first and last to upbuild our lodges and our Order at large.

JOURNAL AGENT, No. 219.

## Unionism vs. Despotism.

What is a labor union? Is it a trust? Is it a combination of swindlers, as some of our financial despots call it? This is a vital question which every intelligent union man should probe with the utmost diligence. That word trust, which has always been synonymous with graft and corruption since our "twentieth century feudal lords" had it applied to their usurpations, have almost become bywords for despotism. Yes, we will say a labor union is a trust, but not a combination of swindlers or law usurpers, not a combination of financial barons combining for the sole purpose of restraining trade and exercising a tyrannical hand over the working class, but a righteous trust, an invincible trust which is rapidly growing stronger and stronger every day. Justice is synonymous with organized labor. Civilization is not destined to be obliterated in the twentieth century by financial despotism. Organized labor shall be its emancipator. March forward, brothers, in the upbuilding of this great emancipator. Do not be misled by any deceptive actions of these destroyers of civilization. Do we not call ourselves citizens of a free country? Do we not boast of the greatest civilization the world has ever known, and yet

submit condescendingly to a despotism which is almost if not as absolute as reigned in the fifteenth century?

What is a labor union? It is a combination of working men to protect themselves and families from the arbitrary and despotic power of a few financial barons who are trying to make serfs of the American working class. To protect them from that greedy and grasping monster called the trust which threatens to crush the God-given right out of them and which has no more right to than we have to massacre our fellow citizens. Here is the vital question. Are you a protector of these civilization destroyers? If you are not, then in the name of all that is just and reasonable, stop patronizing them, stop patronizing places that are unfair to organized labor.

Capital is all right. It is just as essential to the welfare of this nation as the working man is, but capitalistic despotism is a curse to humanity and enervates the entire nation morally and intellectually. And there is where we stand; that is for what we are united—not to destroy capital, not to interfere with good citizenship—not to infringe on any man's liberty, but merely for the purpose of destroying capitalistic despotism.

To destroy this germ, abolish this curse and eliminate this despotism, every brother will have to quit patronizing places which are unfair to organized labor. How little a man knows when he spends a nickel in an unfair place, or purchases an unfair garment, where it will end. Where will that nickel end, and what will be its mission? It may help to be the cause of some worthy organization, which is struggling for life, to lose it. It may be the cause of that monster called the trust, to wind its tentacles around you tighter and tighter until it crushes the very life out of you. Or it may help to assist some of these financial despots in their usurpations and thereby deprive your children of an education and cause them to eke out a miserable existence in the centuries to come. Look at the conditions prevailing in the cotton mills in the South today. Such characterize the conditions which would exist in every part of the United States were it not for organized labor. Refrain from this pernicious practice of patronizing places which are unfair to organized labor. Be a union man; let your integrity in unionism be beyond reproach. It is the individuality which counts in the universal upbuilding and harmony in labor unions as well as in any other business.

A union man isn't merely a man that carries a card and wears a button. A union man is a man with principle, a man who stands for the upbuilding of his organization and for the betterment of all mankind, with broad ideas, who believes in justice and is a good citizen.

These are the fundamental principles upon which all civilization is based and which every brother will have to learn to follow if he ever expects to become a true union man and march forward with the progress of civilization. The universal upbuilding, enlightenment and education of all the organizations and classes on this earth are performed through individual study, strenuous work and self-sacrifice. Put your shoulder to the

wheel, brothers, and be true union men. Remember that all labor unions are indirectly related. Stand for the embodiment of all that is just—benevolence and sobriety—justice, and not despotism. That is what we represent. Stand by it and prosper.

K. L. Bloom, No. 58.

### San Antonio, Tex.

An insurance agent has nothing to offer but the commercial side as an inducement to the public for taking out a policy in his company. The Brotherhood has all of this, and more. Fraternity means an actual Brotherhood, and a Brotherhood that counts for human affairs. The man who can, by a signal of distress, attract the attention of thousands to himself, is in possession of a lever unknown to the man whose life insurance amounts to a million dollars.

The member of a fraternal order gives and receives brotherly aid when it is needed. He helps his friends in time of sickness, and is in turn helped in time of sickness and distress.

The member of a fraternal order has always a world-wide family upon whom he can call for sympathy or good cheer or a boost. The man who merely owns a life insurance policy is alone in the cold, strange world.

He who enjoys membership in our Brotherhood has achieved a recommendation upon his good character and social being such as no life insurance policy alone could ever buy.

The badge of the Brotherhood of Railroad Trainmen is a key to that which unlocks the doors to homes of thousands and goes further than that in that it can unlock even their hearts.

It is admitted that an insured person, one who has the assurance that should death overtake him the family is provided for through life insurance, has that peace in mind which comes with the consciousness of a duty well performed. Such a one ought surely to sleep better, have a keener joy in living, and spin the thread of life to a greater length than would be the case if he had to worry about how the family would get along if left without means of any kind.

When you have paid your dues and assessments you have bought something. The purchase is a month's protection for the loved ones. At the end of the month you have received a month's worth of protection, just as if you had purchased something and used it. But you have also done more than if you had invested the amount in some mere necessity for the family table. You have paid your share towards feeding some other brother's loved ones. Protection is an article of value as much as food and clothing. A man is willing to pay taxes that he may have police protection, yet he does not complain if no attempt has been made to rob his home during the year. If a man lives after taking out life insurance, he is lucky; if he dies he is more so, not for dying, but for having forethought enough to have prepared for death.

Now my respects to the knocker—the sweet, warbling canary bird with eagle wings and a voice like a fog horn. He is known and heard in every



town from Maine to Alaska. Also in foreign countries. He has caused more trouble than all the evils.

May the banner that goes to Atlanta bear the words "One Hundred Thousand Members Strong," and if every brother only does his part we can easily do this. Just look over the field in which you are working and see if there are not two or three non-airs; if you can't get them in "pipe them" so we can put them through after the Convention.

Business was never known to be better than at present here on the Southern Pacific, Atlantic System, and we have been in need of good brakemen, and the cry must be the same elsewhere, as there are very few men coming this way.

Fraternally yours,

FINANCIER, No. 52.

### Spokane, Wash.

The approach of the Convention should bring to every member of this organization the necessity to take some part in advising the delegate to do something to advance the conditions of the Order as well as to be prudent in the political and industrial conditions of the future. I do not wish to be regarded as authority on any subject, but there are conditions that come to my mind that cause me to write. Many members do not transfer as soon as they should. They often say they don't like some officer in the lodge they are working under, or find other excuses that cause trouble to the Order. The rule ought to be made more binding. The lodge where he belongs ought to be made to transfer him and the rule ought to read so. I feel that Brother Beaton's (of No. 371) views are worthy of consideration regarding fewer delegates and more general good conditions. This view will be met with considerable objection, as so many go out for a good time. Traveling in the United States at this time is difficult. The anti-pass law was not meant to prevent railroad men from getting transportation, nor will any man be censured by the law for doing so, but it reads that way. The conditions today make it very necessary that experienced men ride to some point where their services can be used that they may be the means of saving the lives of the employees and passengers as well as relieving the commercial interests of the country.

A word in regard to the R. Y. M. C., as I feel that they are a very necessary institution for the betterment of the employees as well as the safety of the passengers.

I am pleased to see the instructions on rules in the JOURNAL. I feel this is very necessary. The whistle signals in the United States are not as good as those on the Canadian Pacific. Two short blasts of the whistle in the United States answer to many signals, thus leaving chance for accident. Two short blasts of the whistle answer the man on or in the train, answer the opposing engine carrying green signals, answer the flagman and others. On the C. P. R. three short blasts answer the man in the coach, two short and one long answer the engine carrying the green signals and two short blasts answer the flagman. I like the hand

signals in the U. S. better than those on the C. P. R.

I have traveled and worked throughout North America and know of no part of the continent that I would like to see the Convention of 1909 come to as well as Spokane. Spokane is located in the largest undeveloped and resourceful empire on the Continent and is surrounded by the most picturesque scenery in North America.

THOS. FITZGERALD.

### Justice.

A brother of No. 82 asks, Does it pay to organize? To that we all say, Yes! But with "Justice" as our goal, and, my, what a lot that word means! Just now our Government at Ottawa say they can feel it creeping out on them, so much so that our worthy minister, Mr. Lemieux, stated to the committee of railway men when they met him regarding the Lemieux bill, he replied to them that it was justice to the people he was after, and turned the committee down. "Wolf should come up to Quebec once more." Just imagine a government giving justice to the people. We put on our glasses, snuff the candle once more and then look far back into other years, meditate, then repeat "J-u-s-t-i-c-e-t-o-t-h-e-p-e-o-p-l-e." Then we grab the muckluge brush, drive it into the red ink bottle and inscribe the following—"Never!" It pays to organize—not to see just how many rocks we can bounce each day off the poor superintendent's sides or to see just how far we can tell the unfortunate call boy he may go down when he really wants to go up, but to demand justice at the hands of our governments. Give them to understand that they dare not allow such men as Senator McMillen or Minister Lemieux to infringe on our rights behind the cloak of justice to the people. Would it be justice to the people to have a train going through space at the rate of fifty miles an hour in charge of an incompetent train crew? Not long ago Secretary of State Root was here and he could hardly move around because of the great flood of Government pullers falling down in front of him and bumping their faces on the ground twenty-seven times as a token of respect, as he was going to help them out in their trouble over Newfoundland selling a little fish bait to keep from starving; and that is justice. But when an organization that has made railroad traveling a luxury to the people, has placed on each and every point of service capable, intelligent, industrious, educated men asks for justice they say, no, we shall not have it. But in justice to the people we must pass a law that will allow a railway company to fit out its trains with the cheapest low-life, law-breaking help it can get because it is justice to the people. Well, that is just what the Lemieux bill represents. Ask any competent, honest railroad official which he would rather have, organization or not and see what he will say.

There is not an official in the land that should not bow his head every time he hears the name of the late Brother S. E. Wilkinson and should grasp Brother Morrissey and his staff by the hand and say, well done, good and faithful, you have saved me from a pauper's grave, for while it has boosted

train conductors from \$45 to \$125 a month, it has pushed the superintendent from \$100 to \$250, and all other officials in like proportion. The brother must have had his eye bent or focused on his best girl when he let the Canadian Pacific slip by him. Why, brother, we expect everybody to tip their hat to us. Eh, Brother Murdock? Brother McArdle of No. 266 finds it difficult to get his boys to trust one member to handle the whole committee. That is hereditary and you can't blame them. Brother Morrissey, with his twenty years' experience, will not trust you or I to hold the office of Financier in our local lodge without bonds. We are not all honest just because we belong to the Trainmen, but I wish we were. You do not require a salaried Chairman. He only puts salt in your tea to make you believe you have trouble to hold his job, and is no use. Pick out a good local committee; watch them. Make each one put his grievance in writing. (Often before he gets it down he will see he has no grievance.) Pass it through your lodge, give it its pros and cons, weigh it well and if you cannot come to a good understanding, ask the services of a Grand Lodge officer and he will be only too glad to give you a helping hand. The Grand Lodge officers can often do you a world of good if you ask advice. They know what is best or they would not be there.

I heartily agree with Brother Cease in showing up the Government, regardless of party. Bombard them at every opening.

Yours in brotherly love,  
MALCOLM BEATON, No. 371.

### Fort Worth, Tex.

I find that there is a wrong impression in very many places in regard to the position the Brotherhood has taken in some small strikes that occurred several years ago.

I find among them that the Butchers' Union has been placed under the impression that the Trainmen were opposed to them in the Packing House strikes of three years ago. This has been used to further the ends of the Switchmen's Union of North America.

It is unnecessary to say that there is nothing in these statements, so far as the Brotherhood is concerned, but we find that the argument is being used in several of the cities in this part of the country. The trouble with the Switchmen on the Kansas City Southern and at Galveston has been enlarged upon and exaggerated by the Switchmen until it has become a terrible tale.

The extent to which the Switchmen's Union is using its affiliation with the American Federation of Labor is seen by the interference of locals of the different trades in several of our cities; and particularly the Butchers' Union, which seems to have been selected as one of the best means for encouraging the opposition to the Trainmen. The method employed is so decidedly unfair, and at the same time so little, that our members are of the opinion that the arguments ought to kill themselves, but until they do we must expect to have to stand for the misinformation and prejudices that are now rampant.

I do not advocate adopting drastic measures to meet this littleness on the part of the members of the Switchmen's Union, but the inconsistency of its members is apparent every time they desire to go from one place to another, and appeal to members of our organization to assist them. Our members have taken care of them, fed them, and even helped them to get jobs, and as soon as they are located they again use every effort to hamper the progress of the Trainmen. It seems to me if the members of the Brotherhood are so decidedly unfair that the members of the Switchmen's Union would hesitate long before asking them to confer favors upon them.

I do not believe it was the intention of the American Federation of Labor to encourage the Switchmen's Union in its unfair attacks on the Brotherhood of Railroad Trainmen, and I am almost certain that the national officers of the majority of these unions that are taking up the Switchmen's fight would discountenance their action if they knew it.

Fraternally yours,  
J. E. MORGAN, Lodge No. 368.

### McComb, Miss.

Among the many suggestions that have come to the JOURNAL regarding the work of the Atlanta Convention, I have yet to see advocated the formation of a General Claim Agent's office. I believe it would be a good thing for our organization if each subordinate lodge had its own legal department, and its claim agent, so that he could be thoroughly versed in all affairs pertaining to railway operation, and in the event of the death or disability of one of our members, could repair to the scene immediately and gather all the available information that would be of assistance in presenting a claim for damages.

As the matter now stands, each employee is thrown on his own resources and is beset with the importunities of law firms that are anxious to take up his case. The most of them have little knowledge of railway work and do not make the best of counsel to take care of such claims. I believe if some uniformity of action could be secured, and the same method of operation apply to all of our lodges, that the results would be a great deal better than are attained at present.

I am in position to take up this matter advisedly, because I have been injured myself, and know in just what position I am placed at present.

Fraternally yours,  
J. W. W., Lodge No. 264.

### Greensboro, N. C.

Lodge No. 594 has an exceptionally wide-awake membership and the results attained by the lodge speak for the efforts of all of its members. It is right that members attend lodge and give their assistance to whatever work is before them.

Our General Grievance Committee has returned after procuring a very satisfactory contract for the system, and we believe now that every member is in position to ask the non-members to come

into the organization because the work he has performed is in evidence and cannot be contradicted. It is to be hoped that every member will take this work upon himself and see to it that our system is a solid organization one.

Some of our members have the habit of finding fault with the amount of dues. I ask them to carefully consider the returns they have received for the dues they have paid and I promise them that they will find the amount paid is exceedingly small for the benefits received.

There are too many of our members who do not realize the benefit of the organization to them, and I suggest that each one of them study the question of organization results carefully, and, I know if he does, instead of dissatisfaction there will be general content.

It is to be hoped that every member will do his utmost to have the membership reach the one hundred thousand mark before the end of this year. We are all looking forward to the time when we can claim that number, and if every member will give his assistance it will be a very short time until that number will be attained.

W. O. RITZEL, Lodge No. 594.

### New London, Conn.

As we Trainmen have no other way of expressing our dissatisfaction with public acts than through the pages of the JOURNAL, I avail myself of this privilege. In the February JOURNAL I read that the Employers' Liability Bill, approved June 11, 1906, passed as it were by our lawfully elected law makers "whom we send to Washington to have placed on our statutes such laws as will benefit the many" had been declared by one Judge Evans as unconstitutional. It seems a pity that any one man should be vested with such power as to throw the will of our great and learned representatives back to the Supreme Court for final action. After all, it is better now than at a later date, as this all important question will be the sooner answered, or rather settled. And as this Supreme Court is supreme, we humbly pray that the judge has erred and that we are not to receive a "lemon," as it would prove to be if his decision is sustained.

We read of many burning questions in the JOURNAL, but of none outside of this bill that so much interests Railroad Trainmen as our next Convention. Many of our brothers advocate conventions that will be the longer between. Probably it would be a saving on our part of a great deal of money, but as we pay for these conventions ourselves it is well to remember that it is better to have them at stated periods to meet and have a general understanding with each other than to have such an interval between them as to have to call a special convention. A special convention would be called on the one question or rather purpose called for, causing a great expense indeed. Not being quite familiar with convention history I could not say whether or not this has ever been done, but the fact is, according to our Constitution, that it could be done if so voted by all lodges. As this is such a progressive country and capital and labor are not as yet willing to walk hand in hand it seems only right that we should hold regular bi-

ennial conventions. The many unsettled claims held against this Brotherhood, some of which I am told date back to times before our last convention, it seems to me is sufficient cause for holding them as we have held them. How often we hear at meetings when Order of Business No. 11 is in order: Dues for Brother ——— \$2.00. These biennial conventions greatly reduce these items, where if a longer period between them existed that well worn phrase would be heard no longer. In benevolence to our many maimed and unfortunate brothers let us not keep them waiting any longer than is necessary. We read too of co-operation, a hobby some of us have taken up. While I believe in co-operation, one with another, I do not drift along the whole route. I believe that one lodge and even that all B. of R. T. men who are and should be loyal co-operate in one common cause, to-wit: the advancement of any and all conditions that affect the Brotherhood of Railroad Trainmen. I am not alone in opposing federation. A general federation would be the right thing, but a federation with a body that derives the more benefit than ourselves I am opposed to. It is invariably the rule that the weaker look to the stronger for the help needed. I believe that all our agreements with the various companies should be Trainmen's schedules, drawn up by Trainmen and put through by the same. And if, by example, a company allows its conductors two suits of clothes and caps a year, why, his trainmen should receive in the same proportion an equal allowance. Joint committees of the B. R. T. and O. R. C. look good as you read of their meeting the general manager, but I ask you, brothers, wherein lies the strength of that joint committee, and again what part of that same body represents men who never will be O. R. C. men. Do the B. L. E. and B. L. F. affiliate? Why not? We observe that the B. L. E. has the best of working conditions the country over. Is it not about time that the trainmen and yardmen on this system have like conditions? We here feel that the only way that such will ever be brought about will be through and only through the efforts of the B. R. T. Talk affiliation to yard men here and even to the trainmen and you will find they all have "the bee in their bonnet" and are willing to express it. No. 496 is doing nicely. We have several candidates to work and have our eyes on all availables that are worthy, and we gather them in one by one. At meetings we check up the names and see that they get an "ap." We keep after them until they see the right way, which we all so well know is the only way. Meetings are well attended and we welcome any visiting brother who is in our midst to attend our meetings, assuring him a hearty reception. Wishing all lodges and brothers good will and prosperity, I am,

Yours in B., S. and I,

"PETE."

### Wages Tend Downward.

Professor J. Laurence Laughlin of the University of Chicago, has in many lectures, essays and books laid particular stress upon the vast advantage that would immediately inure to the laboring

men, particularly the trades unionists, if they would relegate to the limbo their "Skinny, Mad-dens and Sheas; elect good honest and competent men in their places, remove all union restrictions which in any way hamper production and devote all their energy to carrying the production of wealth to the limit, and out of the increased results larger wages would inevitably follow." This is substantially his position. Now let us see if it is true as a matter of cold fact.

Theoretically and practically, invention, the discoveries of science and the utilization of natural forces have increased production more than a thousand fold during the century just past. Theoretically, at least, these tremendous agencies ought to raise wages, and would do so if the results were not somehow diverted into other channels.

As a matter of fact, invention has not such effect; wages tend downward and not upward. This is why labor needs trades unions—to resist the downward tendency.

Now the query naturally arises. Why do wages tend downward while production tends upward? Evidently there is some social force at work which the professor does not see or care to mention. What is that force? If wages automatically tended upward, as they should, laborers would not need and would not have trades unions; and to attack trades unions, which in themselves are but the result of economic pressure, is a waste of energy.

There are three elements in the production of wealth; the professor mentions but two, and to discuss the problem of wealth distribution without mentioning all three is as bootless as to try to solve a problem in trigonometry by the use of two angles only.

These three economic angles are labor, capital and land. Land is not capital, although the value of it is capitalized at present, and all the professors insist that it is; but that does not make land capital any more than calling both fish and lake capital, makes capital of both. Only one is capital; that is fish. So with the other case, only that is capital which is produced by human labor. Land is not produced by labor. These three agencies produce everything; they also get everything. Labor gets a share called wages, capital a share called interest, land a share called rent.

Rent, interest and wages get it all. For the share which the laborer gets he does useful work. For the share which the capitalist gets, as mere owner of capital, he gives the use of stored up work—for that is what capital really is—that is to say, all legitimate interest is simply deferred wages. Most of the so-called interest charges today are simply ground rent, paid on the capitalized value of land.

For the share which the landlord gets (the lion's share) he gives nothing.

Wages tend downward, interest downward, rent upward.

Consider two gold mines side by side, one very rich, while the other hardly pays to work; are the wages higher in the rich mine? Every sensible man knows they are as a rule the same in both mines, and if they are higher in one it is due to

the union, not to the increased production. How about the professor's theory? Here is the increased production. Where are the increased wages? Then who gets the difference? The land owner of course. And he gets it as owner, not as worker; he is paid in proportion to the value of his monopoly, not the value of his work. In fact, he, as a rule, does no work at all; he leaves that to the union. He does not, like the protectionist, want work; he is satisfied with the results of work.

Take another case. An ore shoveling machine is invented which goes down into the bowels of the earth on the Mesaba iron range and does the work of fifty men. Here is increased production. How about the professor's theory? Does this machine raise wages? It ought to, but does it? It tends to decrease wages by throwing men out of work, temporarily at least. It does not increase the interest rate the fraction of a mill. There is but one other thing which it can raise, and that is the value of land. It can as a matter of theory; it does as a matter of fact.

Has the cyanide process, which has enormously increased the production of gold by utilizing low grade ore, increased labor value or land value? Does an elevator in a large office building—which is a labor-saving device—increase the wages of the engineer in the basement or the ground rent of the landlord?

Machinery in all departments of human activity has this one effect, it increases the productiveness of labor and hence the value of land. It is this, that President James J. Hill of the Great Northern sold for a sum that would make Croesus seem like a beggar; just plain legal monopoly capitalized into unthinkable figures.

If tomorrow labor were to increase production, a hundred or a thousand fold it would not increase wages, nor would it increase interest, but it would increase rent for the use of the planet which kindly mother nature gave to us all for nothing. This is the bottomless pit into which the ever-increasing stream of wealth forever pours.

There is and always will be a limit to production; there is no limit to the capitalization of land; it is simply a question of adding ciphers to the right-hand end of the row of figures, and ciphers are cheap.

As a matter of fact, there are but two real questions at the bottom of all our social problems at the present time. First question is: who owns the earth? Second, who ought to own it? Nature has decreed that there is and can be no substitute for justice, and the only just measure yet proposed for the settlement of this question is the one proposed by Henry George and other philosophers at various times—a very simple proposition—to saddle the whole burden of government upon those who get all the substantial benefits of it. The real beneficiaries of government are the owners of the soil. For to whomsoever the land of a country belongs, to him belongs the fruits thereof.

Faithfully yours,  
HENRY H. HARDING.

## The German Railway Men At The Close Of The Year.

The year 1906 has been a very prosperous year, that is to say, all trades and industries have been flourishing, yet in spite of the increased wages the German laborers were unable to enjoy life any better than before because just a handful of men at the head of the legislative body had increased, through taxes and dues of various kinds the prices of the most necessary food, such as bread and meat to such an extent that the laborers were even worse off than before. The very favorable business situation in 1906 has also influenced the railways. Their income has increased very considerably both in the traffic of passengers as well as in the traffic of goods which is proved by the figures which have been published recently. Yet the railway administrations are those who pay the smallest wages to their laborers and subaltern officials, and with regard to charity institutions they are altogether behind the other trades. This is noticed in the first place with regard to the *right of coalition* of the railway men. What each German laborer has a legal right to do and what is made use of to a very large extent by the laborers of the private trades is absolutely prohibited for the railway men, viz: they are only allowed to belong to such organizations as are called "loyal." If they join our organization the "Railway Men's Union of Germany" or the so-called "Hamburg Union," which is said to be social-democratic, they are immediately discharged. Mr. von Budde, the late Prussian Railway Minister, who died in April, 1906, took very good care not to get any of his "lambs" organized, and his successor, Mr. Breitenbach, continues on the same lines. Well, he has even gone farther, as the South German railways in Alsace-Lorraine, which are governed by the Prussian minister, have also prohibited the South German Railway Men's Union (headquarters in Nuremberg). And the small country of Saxony acts strictly in accordance with these great examples. Any effort to organize is immediately kept down and in the beginning of 1906 eight brave railway men with ten and fourteen years of good service have been discharged in Dresden—simply because they were organized. Yet, all this has not been able to hinder the organization in any way; it is continually growing, although slowly but surely. Through the critics in our paper, *Werkruf der Eisenbahner*, and through the continual demands made by the laborers the railway managements have at last recognized the necessity to grant some improvements. So, for instance they have adopted the nine-hour workday in the railway workshops in Prussia, Bavaria, Saxony, Wurtemberg, etc. Owing to the continually increasing prices of all food they were at last compelled to increase the small wages of the subaltern railway employees; this was of course not done just for the sake of showing them a kindness, not at all; they simply had to do it because the private trades and the municipal bodies were away ahead of them in this respect. And the railway men themselves had submitted to their administrations such an amount of claims and petitions that the administrations could not help

making a few concessions. Yet the wage of the railway men is still very small, and if a stop is not soon put to this unreasonable policy of duties and taxes the railway men will never be any better off. The outlook in Germany is as unfavorable as possible. Hundreds of millions have been spent by the wrong policies in our colonies and the hole caused thereby in the "governmental money bag" is continually being patched up by new taxes which are again put on the lower classes of the nation. But all this is in vain. Our debts have reached the amount of almost four thousand millions. And because our last Parliament would not grant any more money the German emperor simply dissolved same a few weeks ago, hoping to get another Parliament that would be more to his liking. But in this he may be mistaken. If we had only state railways in Germany the railway men would at least have the satisfaction of being able to have their deplorable conditions discussed in Parliament, but as each county has its own railways these *County Parliaments* would be the proper place to discuss these matters. But what about these? In Prussia or in Saxony where the elections are done according to the famous three-class-system, there are none, or as in Saxony, only one representative of the labor classes. And the petitions of the railway men receive no attention anywhere. The justified claims are sometimes settled with the words "social-democratic exaggerations," that is all. A few social-democrats are members of the County Parliaments in the South German states, for instance in Bavaria, Baden, and Wurtemberg, but they are so few that they cannot do very much for the railway men, although it must be admitted that the railway men in the South of Germany have been granted more liberty with regard to coalition. But, taking everything into consideration, there is still a lot to be done in Germany and every railway man will have to co-operate if we desire to secure really improved conditions. No railway management will make concessions of its own accord; all that comes into consideration for them is the profit, the "blessed profit," and the claims of the railway men only come in the last place. It is only by means of an uninterrupted propaganda work for affiliation of all railway men that the railway men will do away with the system of begging and asking and pleading and secure in its place a square wage for square work. Every railway man should think of the watchword, Alone we are nothing, but combined we are strong. This watchword gives the German railway men the line of conduct for the new year.

H. JOCHADE,  
Hamburg, Germany.

## On The Fusee.

I read in the February JOURNAL of the action of a brakeman in going to the pilot of his engine with a lighted fusee in hand when the possibilities of a wreck were very imminent and trying to stop the approaching train. I did not pay much attention to the case at the time, but after reading in the March issue the opinion of (presumably) one of our brothers who signs St. L., I. M. & S., I

decided to give my opinion in this case. While it does seem that all members of this freight crew, especially the conductor and engineman, showed themselves to be both incompetent and careless, and while it does seem that they could have avoided the wreck, since they could see the opposing superior train approaching two miles away, I think that this head brakeman did all in his power to prevent a collision and should be commended, rather than reproached for his fearlessness in proceeding to such a hazardous position instead of looking for a place of safety at this critical moment. I am sorry to read that our Iron Mountain brother is of the opinion that this man should be given his time check. I have not had his eighteen years' railroad experience, thank God, but in my opinion a check for his loyalty and rare courage would have been far more appropriate.

Fraternally,

D. A. S., Lodge No. 424.

### Keep Stepping.

Tramp! Tramp! Everywhere one hears the steady tramp of the world's great army—its regulars—men and women who are marching up the heights of achievement. Many slip and fall, some to rise and push forward with more carefulness and determination, others never to regain their place. Behind these regulars, with quicker but less steady step and more hopeful faces, comes another army—the cadets—the youth—the life of the world. Some push ahead, others hesitate, others falter, lose courage and drop out of the line. Those who keep stepping are the ones who succeed; it is only those who stop that fail. It is a good rule, and an imperative one these days, when competition is so intense and the rush for wealth so headlong and furious, and the rule is not confined to money making altogether. Those who wish to get along at all must keep stepping. To stop is fatal. The crowd rushes over you and your opportunity is gone. Ingalls says that those who doubt or hesitate vainly seek and uselessly implore for the lost opportunity. These are the failures who will achieve nothing and be looked down on as drones. It is not always a thing they can help. They have not been given the strength and the will power that would enable them to succeed. Adverse circumstances prove too much for them. What should be done with these weak brothers? Pass them by with a smile of contemptuous pity. Stop and give them a helping hand? There is the question, "Am I my brother's keeper?" More and more do the men and women who have seen the light feel the responsibility of the bond of human brotherhood and acknowledge the duty of helping one another, walking shoulder to shoulder, the strong supporting the weak, the firm hand pushing the halting forward. Let us look about us and see if we are acting as a band of brothers should act. How many of us are cheering and helping those whom fate has frowned upon? Are not some of us striving so hard for our own success that we push others down and make them stepping stones for our ambition? In the end this will bring regret and the saddest kind of failure. All

of us have some power for good or for evil. Let us use our power for the better cause. Let us help each other. We are individuals. Socialism would bundle us all together and abolish individuality, but it cannot be done. It is against nature. There can be no common ownership. Every tub cannot stand on its own bottom. Adam was told to leave the Garden of Eden and work for his living by the sweat of his brow, and we must each of us work out our own salvation. What will make one person happy will not satisfy his neighbor. There are degrees on earth and in heaven. There are wise virgins who provide oil for their lamps and foolish ones who let their opportunities pass, and when need knocks at their door, they are in distress and ask the wise ones to "divide up." But a better understanding is coming. In the new industrial conditions, brought about by the substitution of machinery for human hands. A few years ago labor faced capital first with uncovered head; then a little later on, with clenched fist. But there are not wanting signs that the clasped hands of Brotherhood are in the future more truly to symbolize their relation.

ALFRED S. LUNT,

Lodge No. 456, B. R. T.

### Martial Music.

Our JOURNAL has some very interesting, instructive and entertaining articles, letters, and editorials therein; as a whole from a literary standpoint it is excellent. I am now going to put my finger on a very important subject when I propound this query, How about from a Union one? Are we not a labor organization? If that is true should it not be one of the missions of our JOURNAL to try and indelibly impress upon our members that to be true and loyal to the cause of unionism that they must be perfectly clean, consistent and honest in their endeavors to uphold the principles?

To be sure, if I am wrong as to my understanding of what the object of a publication such as the monthpiece of a labor organization should be, then I stand ready to be enlightened on the subject. When you read the JOURNAL and find therein so little to guide and educate the members as to their duties to the cause of Unionism and those who are struggling through organized efforts to better their conditions and badly need the assistance of others to make them successful in their undertakings to improve their environments, would it not only be good policy as well as a duty and wisdom on the part of the JOURNAL to come out boldly and emphatically in regard to earnest, hearty advocacy of the cause of organized labor? Calling upon, urging and encouraging the members to patronize those who employ union labor, also those who are selling the products which bear the union label. If advice of this character was given and heeded, how much it would mean for the wage-earners!

I read the publications of other labor organizations and I find, to my delight, that they earnestly champion the cause in its entirety; really it is inspiring and encouraging to be informed as to the splendid progress that is being made in the

industrial world through organized efforts and you do not as a matter of fact hold your membership so cheaply. It is like martial music to the soldier to occasionally be reminded of your plain, honest duty to the cause of humanity regardless of what labor organization you are affiliated with and we cannot afford to be selfish, as the cause is a common one.

The members should be plainly informed and thereby educated through the JOURNAL that when they purchase goods that they are themselves at that time the employer of labor; then when they employ, why not be true and consistent and employ union labor? Why not make a clean breast of it and acknowledge that by so doing we are assisting in making those who work in the factory, shop, mill or store happy and at the same time only doing our honest duty. If it is carefully analyzed it will be found that the only genuine happiness in this life of ours is making others happy. Why not try and it will soon dawn upon us how easy it is to help let a little sunshine into the lives and hearts of others; the knowledge of this fact alone ought to compensate us for our efforts. By standing firm to a practice of this kind we make the burden lighter, the fireside brighter, thereby assisting our toiling brethren to secure a reasonable compensation for a reasonable day's work, enabling them to properly shelter, clothe and feed their families, sending their children not at a tender age to the doorway of the shop or factory, dwarfing them morally, mentally and physically and denying them the joys of childhood—but to the schools.

The arch enemy of organized labor, the Citizens' Industrial Association—so-called—at one of their conventions was addressed by their President thus: "That the employer who advertises in a union newspaper, or buys goods bearing the union label, by doing so is contributing to the campaign funds of the enemy and is therefore false to his fellows." They also went on record as being opposed to the proposed anti-injunction and eight-hour laws. Inasmuch as their slogan is against the union label, and literally speaking, everything organized labor is for, it should not be a very difficult matter for the members of organized labor to fully appreciate that if they intend to remain true to principle they should be unalterably opposed to that which the Citizens' Industrial Association antagonizes.

This opposition on our part should be strenuous, not half-hearted, and with united forces in solid and unbroken ranks. A policy of this kind demonstrates that we are actuated by a noble purpose and intensely sincere and interested in the welfare of others, which will ultimately sweep away opposition, carrying with it vast improvements for those who are employed in insanitary workshops. It means better wages for those who are receiving a mere pittance for their labor, the eliminating of that awful curse, "child labor." It will bring light where there is now nothing but darkness, hope instead of discouragement, joy in the place of misery, and a general betterment in the life of mankind.

The issues confronting the working world at this time are vast and fateful, therefore stupen-

dous power must be exerted for continued improvement and reformation, also to retain what has been secured. In making a summary, to subserve the interest of the working people all must do their part, not occasionally, but in a substantial and aggressive way at all times, and if this is done it will be martial music to those who are faltering.

W. A. WHEELING,  
Lodge No. 64.

## Philadelphia, Pa.

We are still doing splendid work in our territory and there are candidates for every meeting.

Let every member get around to his lodge and ask for his share of the work to be allotted to him. He is needed at every meeting, for when the Master opens up the lodge it has something new on hand at all times, and so then you can give your views in general and make the meeting so much better at all times and your good judgment will help others along to what they would like to say in regard to business. So turn out and see if we can not have a champion year for Quaker City, No. 149.

We have some great meetings, and if it is news you want, you will get it at the lodge room and you will always go home feeling satisfied with the meeting you were at. Don't stop coming, if it is only a little while, so as you can see who is who and what is what. You will not find fault after you get to the lodge room, for we are always glad to see who is next at the inside door.

We hope that every member will do his share and help to carry out its principles and still hold it in the front rank where it is at the present.

Keep the good work on a move and don't stop for anything but the red, and there is no one throws that on the B. R. T. You will have a clear signal all the way.

Yours in B. L.,

WEAVER, No. 149.

## Train Rules.

Your March, 1907, JOURNAL, pages 229 and 230: "A freight train filling a first-class schedule is very unusual to say the least."

Bag to say that at night we only have two second-class trains. These trains come back the next day as first-class trains—second 78, a. m., and second 69, p. m. We have about ten seconds at night.

Nearly every day we have three 78's, three 69's and three and four 74's, all first-class.

North bound (coal and merchandise, principally) have right of track. Southbound trains are, to a large extent, fast freight, ore and empties. So you see by running six or seven long trains of empties back you can get the other trains south as passenger, first-class, with fifteen or twenty cars. (North bound having right track, south bound first-class small trains expedite matters.)

Last night we had six 69's and five 74's first-class.

I know of one instance where the passenger was

run over another route and yet we had ten sections of number 62. This answers your statement.

It was Sunday, you know, and these south-bound men would have to run extras had it not been for 62's schedule. The first section was over an hour late, the tenth nearly four hours' late, yet there was no time on 62 nor any south-bound schedule until about the time the fifth fellow (62) passed the two freights north at our siding.

Yours,

M. M. McGEARY,  
Foxburg.

### Permanent Convention City.

During the last three editions of our JOURNAL it was sent out loaded to the guards with recommendations and suggestions to be considered at our Atlanta Convention, many of which were backed by good logical arguments and deserve serious consideration when presented for disposition, but none have appealed to me as favorably as the one presented in our December JOURNAL recommending a permanent city for holding conventions. The proposition no doubt will meet with strong opposition from some who are willing to place the stamp of condemnation on it without regard for its real purpose.

I will not comment on the cost of holding our conventions as that has already been clearly explained by our Grand Lodge officers, but I will state briefly that the proposition deserves indorsement and should become a law for the following reasons:

First—Because the "transportation horse" was ridden to death and buried January 1st, 1907, and prospects for a successor are very poor. This means to many, buy a ticket or quietly ascend yourself into a "side-door sleeper" or "walk." The members can take this for what it is worth, but nevertheless this is the proposition that confronts every member today, and if you are fair with yourself and the Brotherhood, you will not place yourselves on record as having voted in favor of a proposition to drag an army of 800 delegates from one corner of the country to the other, just because some city offered you flattering inducements to do so, and without any intention of carrying them out.

Second—If a city centrally located should be decided upon the Brotherhood will save thousands of dollars, whereas, as it is, the transportation will be unreasonably large, which would certify to our unbusiness like manner of doing business. To those who may wish to oppose the proposition when presented, the writer most respectfully refers them to the Grand Master and Grand Secretary and Treasurer to ascertain from them, while the Convention is in session at Atlanta, the amount that will be paid out for transportation, et cetera, and then figure for yourselves how much less it might have cost if the Convention had been held in Chicago, which city has roads running in every direction of the compass and also giving a superb continental service from east to west.

I therefore recommend the "Windy City" as the most desirable one for this purpose, not altogether on account of the above advantages, but because

the hotel facilities are more plentiful than that of any other city and about twelve good healthy lodges every way capable to arrange and produce accommodations necessary for delegates, but should this Convention decide to continue holding its conventions in the future the same as it has in the past, the northwestern corner of this great continent should be given some consideration when it comes to selecting a convention city. If the A. Y. P. Exposition City for 1909 is not able to accommodate the delegates of this organization, if honored with a convention, then I feel perfectly safe in saying it is useless for other cities to try. We can go to Atlanta with honest business propositions from the executive officers of our state and city with necessary documents to show they are sincere and as good as our Brotherhood bond. In the face of all this we will not ask for consideration in this connection if the delegates will only act fair with themselves and the organization and decide upon the most desirable and most centrally located city for holding its conventions in the future.

Just one word on the salaried chairman's position, and what good it has done in the past. On every line where such position exists you will find that line fairly well organized and the interests of the members properly taken care of as a rule; but take the line where no such office exists, you will find it poorly organized and in such condition that the best grievance man on earth cannot overcome it unless given an opportunity to devote his whole time to it. Therefore, the writer is in favor of the permanent and salaried chairman proposition and believes it beneficial to the organization and should exist on every system able to maintain it. But, as stated by Brother Jones, of No. 281, when such propositions are put to a vote many will vote against the proposition if they feel sure their name will not appear on the pay-roll. Come out of the trance and manfully abide by the ruling hand of the majority.

Fraternally yours,

JOHN BANNON,  
Lodge No. 196.

### St. Flavie Station, Quebec.

Edward VII Lodge is not very old but it is getting along very nicely. We are by no means dead, and are ever willing and ready to assist any brother in need. In looking over the past, I see that our lodge has done good business since it has been organized, which I think will continue. The lodge has been guided by good officers who have done their best for our interests, and I think the new officers will do their best to keep everything going on.

The great question is to make the new schedule, which may be in force July, 1907. Every member must give his ideas. Now is the time to come to the lodge, for it is to your interest. Wake up and come to lodge and see what is going on. Pardon me, but I want to say another word about the boys, who, instead of attending meeting, will have an engagement with their girl. We see them after the assembly, and they ask: "Were you at the lodge this afternoon?" If we answer



"Yes," they ask: "What about this or that, etc.?" We can easily answer, "Come and see." This is the best and shortest way to get clear of them.

It affords me great pleasure to read the articles that are written by our brothers, who are striving to better conditions socially, morally and politically, and in expressing their views through the columns of the JOURNAL.

Yours in B., S. and I,

J. A. DURON,  
J. A. Lodge No. 701.

### Martial Music.

To the Editor of the JOURNAL—

Dear Sir;

I am proud of the JOURNAL, the material that fills its pages is bound to do the work.

The last two or three years you have done valiant service for the workers. Keep up the good work. There is a discontent among the workers that means much to our cause. The "CHILDLABOR" question is coming to the front as it should. We don't know whether our little ones are safe or not. If black ink is not warm enough use RED.

Yours for the CHILDREN,

JAMES A. SMITH,  
906 B. Way, Oakland, Cal. Attorney at Law.

### Convention Suggestions.

I wish to express myself as taking an opposite view to many of our brothers in regard to the time of service required of a man before admittance into our organization. In reading our JOURNAL my attention was attracted to a letter from Brother A. E. Kilgore, complaining of small attendance at meetings. This is a very common complaint and should be stereotyped. But Brother Kilgore objects to changing or shortening the time limit for a new member, and will probably continue to express grief at small attendance at the meetings. Now, Brother Kilgore, we are also troubled with small attendance in our lodge, but we have never complained much, for we understand the cause of this trouble, and we do not advocate the retention of a rule or law that is the direct cause of our trouble. We have several men employed on our road whom we have been intimately acquainted with many years. They are an element which would do credit to any labor organization and the majority of them are anxiously waiting for this time limit to expire, or the revocation of this unnecessary and detrimental law. In spite of all that has and can be said in opposition to a reduction of time of service for a new man, it is my candid opinion that if our delegates could be brought in our territory where this rule has been a disadvantage to us and the direct cause of the present conditions on our road as they now exist, it would not take them long to decide which way to vote, for they would readily see how deceiving this law has been to us. I would suggest that this time limit be reduced to six months, with much more vigilance in the future than has been exercised in the past and reduced to three months for men who have been

intimately acquainted with our members for one or more years. In quoting Brother Kilgore, he says: "Make him serve one year and he is a brakeman by that time." The writer does not understand that our organization is responsible for the action of an employee when on duty. If a man is acceptable to a railroad official on his first day he should be acceptable and admitted into the organization which has made the contract for him to work under. There should be no question on that score whatever. One very good reason for a reduction of time to this rule is to enable us to enroll men who make a practice of working eight and ten months at a time on railroads, but never remaining sufficiently long to be enrolled. This practice has been carried on for years, and as those men enjoy the privileges and comforts accorded them by the efforts of our organization, they should be made to contribute their share to that end. For instance, the writer works on a road which employs during the winter season two-thirds more men than it does through the summer season. As soon as there is a depression in business these men are allowed to leave, only to be rehired the next year with no chance whatever of enrolling them. It is for this reason especially that we urge a reduction in time of service for a new member.

The year 1906 was a record maker for the Grand Lodge officers, which deserves and calls for commendation from all members. One can hear nothing but praise and honor for them.

J. LA FONTAINE.

### Longview, Texas.

In reading the March issue of the JOURNAL, I realize that our Brotherhood has what I may call a very wise member in the person of Brother J. T. Fraisure, of Lodge No. 597, a man of common sense, who is looking forward for our future welfare.

After carefully reading his article in regard to establishing a home for our disabled members and a school for our orphan children, I think myself it would be one of the grandest things a labor organization could do, and for the B. R. T. to do such would be a crowning victory for its future success and welfare, and also a marked example that others might follow.

Brother Fraisure goes on further to tell us how such may be done and asks who would begrudge a five or ten cent assessment monthly.

Speaking for myself and several other worthy brothers of my personal acquaintance, would say that we would cheerfully recommend that this be brought before the next Convention and discussed thoroughly, and while our worthy delegates from our various lodges are discussing it in Atlanta, let us kneel in prayer that such a home may be established.

That Brother Fraisure's proposition may not meet with approval, allow me to make a proposition. That instead of having a convention every two years, let us make it every four years and the \$80,000 to \$100,000 paid out for conventions be donated to that worthy cause of establishing a home for disabled members of the Brotherhood

of Railroad Trainmen. Who of us know what moment we may be in need of such a home. Life is an uncertainty at any stage and we railroad men are more liable to the perils than any other class of men. Now, should such a terrible thing happen to one of our brothers, who has a large family dependent solely on him for support, what is to become of his family, namely, his children, who are practically left orphans. From whom and where are they to receive their education? Are they to be left to grow up in ignorance and be drones in this wide world? Let us pray not. For humanity's sake let us establish that needed institution, that it might be a mark of benevolence instituted by the Brotherhood of Railroad Trainmen. Furthermore, I claim that this institution could be put upon a paying basis in a very short while. So many of our brothers, for instance are disabled by the loss of a foot, an eye, an arm, etc., such brothers could be taught a trade,—for instance, that of shoemaker, harness maker, broom maker, or tailor, and many other similar trades and they could manufacture goods and put them on the market that our worthy brothers who are sound might patronize our industry that bears that beloved union label.

Furthermore, I ask worthy brothers, would this not be far better than convict labor? Look at the various things that are being manufactured by our prisons today. We could do all of this and in a short while have money coming into our treasury. The prisons are self-supporting and still not one article that they manufacture bears the union label.

Now, my dear reader, in conclusion, I will say that I merely write this that it may be published and read by my worthy brothers and be commented on, and should one of our delegates to the Convention see it, I trust that he may bring it before the Convention and not allow it to be tabled until a decision is rendered and that much needed home established.

Yours in B., S. and I,

S. F. ADAMS,  
Lone Star Lodge No. 431.

### Schreiber, Ont.

I have just read a letter that was written by a member of Lodge No. 61 saying how he saved a head-on collision between a freight train and a fast passenger train by getting on the pilot with a fusee, and my opinion on the matter is that he don't understand his business as a brakeman.

What he should have done was to tell the engineer to stop when he found that they were not going to get to the siding and clear the passenger train five minutes and then run ahead with a red lamp and fusee and if possible get to the required distance the Standard Rules calls for in flagging, stop the passenger train and tell the engineer the circumstances, then go back to his own train and bring it safely to the siding, he would have done the correct and safest thing. If he were on some roads he would be dismissed at once for doing what he did on the night he averted the accident as his letter in the March JOURNAL states.

F. C. ARMSTRONG.

### Likes His Watch.

I received the watch O. K. and I am very proud of it. I received it on the 19th of February, and it has kept excellent time since.

Many thanks to you and my, or our, many friends here. I did not know it would be so easy. I also received a nice letter from the Webb C. Ball Company, and I take great pleasure in showing my watch to the boys.

With best wishes, I remain,

Yours in B., S. & I.,

F. B. HURLBUT,  
220 E. 15th St., Tucson, Ariz.

### Fordham Yards, I. C. R. R.

When we love a person we of that most exclusive set known as the "Railway World" generally show the warm disposition of our friendly nature by the application of what is commonly designated as a nickname. But what of all this when one of the greatest writers, William Shakespeare, can be quoted as having written: "What is in a name? A rose, if called by any other name, would smell as sweet."

Capitalistic papers, in an endeavor to make fun of the poor unfortunates, forced by unforeseen misfortunes to become tramps on our national highways, have seen fit in mimicry of distressed humanity to portray by cartoon and otherwise this special product of their own, and nicknamed them, Dusty Roads, Rags, etc. But you, Rags, with whom I am about to enter into combat armed with a spear, pointed with a goosequill, and cooked in writing fluid, did not receive this annexation to your family cognomen because of lack of sufficient whole cloth to cover your nakedness, but rather from the shattered and Quixotic expressions emanating from your as yet embryonic brain cells, which in a fully matured and healthy male, should at your age and with your experience be fully developed. In rendering this opinion I can assure you it is not from heresy but from the tone of your article to the Switchmen's Union Journal which is a very awkward attempt at satire, disparaging the efforts of those who are not members of your "Wee Union" and full of egoism for your own efforts, forgetful of the saying that "Self-praise is no praise at all." You also attempt to follow in the learned footsteps of your big "Brother Jim," to whom in your apparent distress of mind, you appeal for substantiation of certain alleged vagaries concocted in your weak moments for the purpose of exciting sympathy, all of which leaves you liable to arrest and on evidence submitted by the production of your own article (page 236, Journal S. U.) in evidence before a lunacy commission you would stand convicted, sentenced by your own production to pass at least a part of your life in a sanitarium—judgment rendered on the grounds not of exaggerated ego as in the Thaw case, but of "exalted ego" as applied in your article. You claim the switchmen are leaving the "B. R. T. switchmen's lodge" and drifting back into the S. U. Such is not a fact, we might when reaping the harvest of 200 members you refer to have gathered in some tares and

possibly in the winnowing process when casting out the chaff a few good kernels might have slipped away from us. We would like to have kept them for educational purposes. Yet if what is our loss is your temporary gain we will certainly wish you luck, knowing that when full growth and development of their mental faculties is attained that they will realize their error and in company with others enlightened by their dearly paid for experiences return to the fold, and instead of berating them for affiliating with your Union (of which facts we have no cognizance) as you have done to those affiliated with the B. R. T. We will wish them luck and love them just the same.

I hope that a spirit of jealousy does not penetrate your mental organism because of the fact that the B. R. T. pays good wages to its organizers. If such is the case and you are confronted by an alienist and it is discovered that you have symptoms of melancholia which means that you are on the road to paranoia, a form of insanity almost incurable, it would indeed leave me in despair as I like to secure members who are fighters and am in hopes when your eyes are opened and you emerge from your hallucination or embryo state, whichever it may be, that I will be able to secure one more member for our Brotherhood. Now Rags—unless driven to extremes I do not care to set a bad example by mud slinging at unions, and will endeavor to set you a good one. Your house is managed by yourself, wife "and hired help if she belongs to the union" between you. You lay out your operating expenditures and you would think it the height of folly and impertinence on the part of any outsider who might attempt to dictate, let alone suggest how you should manage your affairs. Now we B. R. T. switchmen don't care if you pay your brothers Jim and Frank \$150 and \$300 per month, that is your affair, we don't care who you place in the field to do your organizing.

We intend to treat our brothers selected to perform these most important functions as white as we possibly know how, and hope you will treat yours the same, so here I will let that matter rest.

I would like to see a statement from the mysterious B. R. T. man you refer to as having obtained instructions from our lodge as an organized body not to help Mr. Noll, S. U. of N. A. Mr. Noll, because of his peculiarities, has had more helpers—O. R. C., B. R. T., S. U. N. A. and nonair's than any other yard conductor employed by the I. C. R. R. He has many friends among all of them, who like him just the same, and consider that they are perfectly capable of settling their own family affairs and little eruptions in the night yard without any appeal to the day men to act as arbiters, airing to the world in general things of no importance only to gain a little cheap notoriety. We know nothing of the day affairs and therefore refrain from making any comment. But you, Dear Rags, like the old woman who is always raising Cain by minding everybody's business except her own, you appointed yourself a self constituted judge of our night yardmasters, which act is another evidence of your dementia. Allow me to substantiate with facts: you extoll Brother Davis to the skies and then to slur the Brother-

hood; you say, "Why are you 'stinger' yardmasters (using the plural) trying to give your own brother Trainman F. M. Davis the worst of it?" There are three yardmasters employed in the night yard. N. G. Y. M. T. E. O'Brien, B. R. T.; Assistants L. Waller, S. U. N. A., and F. M. Davis, B. R. T. This plainly demonstrates that you are afflicted with another disease known as "prevarication," otherwise you would have come out in the open and not cast aspersions on one of the above named men at the expense of the other. As I have stated relative to the case already referred to there may be some differences of opinion existing between these officials. That is not for us to judge; they are certainly competent of attending to their own affairs and any interference from you as an outsider so long as your interests are not affected, denotes a narrowness between the eyes and the assertions made in this case are liable to class you in the very undesirable position as having a "mania" for untruthfulness. My advice to you is that as you are not in the jurisdiction of these men you are not competent to pass even an opinion and should therefore attend your own affairs. Of their official capacities I presume the I. C. company is the judge.

You are also wrong about the Negro question. It was the extreme militant spirit displayed by the members of that "grand old Union" known as the S. M. A. A. It was this caused the railway managements to mix the yards as a menace and possible lesson to the members of that organization who could not be controlled by its teachings.

I will take one more quotation from your epistle and then finish.

"Your B. R. T. committee did all the dirty work they could do and have gone to the end of the rope; for heaven's sake finish the job yourself or the S. U. men will do it for you." Can it be possible, Rags, that you mean that while you judge our committee as dirty, that you subject your own committee to condemnation as being dirtier still? I leave it to yourself.

The general trend of your article is to condemn all switchmen who are members of the B. R. T. and convey an impression that if they could be brought to wear the S. U. emblem it would improve their mental and physical make-up as well as their principles in general. The emblem or badge does not make the man if the principle is absent. Relative to our work I do not care to become personal, if I did I would be forced to assume the attitude I condemn in your case. "Hearsay." You seem to lose sight of the fact that even those who have taken pride in keeping their escutcheon of unionism and labor free from taint could, if little personalities were indulged in, be held up to public scorn and ridicule through the medium of unthinking gossipers. And again I state it is not dignified to treat on such subjects. I do not claim to be a preacher, but for your benefit I will quote as near as possible from the Great Grand Master whom we all revere, through one form or another. When the learned men of 1900 years ago were about to stone a poor unfortunate woman for a sin supposed to have been committed, Christ happened along in time to intervene, and raising his hand, said:

"He among you that hath not sinned let him be the first to cast a stone." They all sneaked, a word to the wise is sufficient.

Now, Rags, you tell us you have been injured and that it will be a long time before you are able to resume work. That coupled with your self-esteem in stating that you secured 25 members in the I. C. terminals for the S. U. and the opportunity of securing the 17 "you say" dropped the B. R. T. in November and the 21 in December ought to, from the highly esteemed egotism in your article, secure for you a position of prominence in your organization and a salary commensurate with the good work you will perform by breaking up the B. R. T. switchmen on the I. C. and I sincerely hope your reward will be as great as the tribute we pay to our esteemed Brother Lockwood. Also that your injuries mental and otherwise will in the near future enable you to be active with us once more, and that when you recover from your exaggerated ego which is responsible for all of your statements, I will be only too glad, my "Dear Rags," to furnish you with an application to our Brotherhood.

Yours Fraternally,

SQUARE DEAL.

### Moresnade Lodge, No. 706.

In the February issue the undersigned had an article consisting of recommendations for the Convention, one of which suggested twelve General Fund assessments instead of eight, the additional dollar thus collected to be used in payment of funeral expense of \$100, regardless of the brother's membership, be it beneficiary or non-beneficiary.

I noticed this portion of the article had been reduced somewhat from the original. I at first thought this was done on account of space, until I read the editorial page, which reads (upon this subject): "That many well intentioned members have offered plans for spending more money than the Brotherhood receives." It has been suggested that we pay dues twelve times per year instead of eight to the General Fund. The difference of one dollar thus paid to be used for payment of a death benefit of \$150. You also estimate the deaths at 1,000 per year, which would make \$150,000 thus paid out, while with the present rate of membership we would only have received \$84,000. Now, Mr. Editor, I said nothing about \$150 death benefit, but did speak of \$100 funeral expense, based upon 1,000 deaths, would mean \$100,000 per year, or a deficit of \$16,000 per year.

Is it not true that we paid from our General Fund four years ago for the Wabash injunction, the Mobile & Ohio strike and the Johnson case a sum amounting to more than four times the sum of the deficit? And was not our General Fund larger two years ago than four years ago? Did we not two years ago transfer from the General Fund to our Protective Fund a sum greater than four times the amount of this deficit and is not our General Fund larger now than two years ago? You may not like this particular suggestion (if you do not) then throw all the cold water on it you can find; do not misquote it nor cut the article for the purpose of misrepresenting it; come out in

the open and defeat it. I believe history will repeat itself and that we could make good this deficit and two years hence our general fund will be larger than it now is.

I also believe that a movement of this character is as important to the future welfare of our Brotherhood as any law we have in our Constitution and General Rules.

In the March issue of the JOURNAL I see the Financier of No. 589 takes a shot at my suggestion on Grievance Committee Fund and offers a new one as another way out of the "timber." I would ask the good members of Chicago how they enjoyed paying the committee that secured the recent increase in the switchmen's pay when the switchmen all over the western country were benefited at their expense. My claim for my suggestion is: that it would equalize the assessment and cut out all this talk of yard men paying road men's Grievance Committee assessment. Each member would pay his just proportion of the general cost of maintaining grievance committees and the "boomer" could not travel fast enough to escape his share of the expense. Also a sum equaling two or three hundred thousand dollars as grievance committee fund would act as a great incentive in assisting general managers to make up their minds. I would also like to ask the good brother of No. 589 how he would like to be assessed his share in maintaining the present grievance committee in Chicago. Would it not cut quite a hole in a month's pay to do this? I am still of the opinion that it would be better for each member to pay his three dollars per year for this purpose than to force members out of our Brotherhood on the account of excessive grievance committee's assessments.

It is possible that my views are decidedly wrong in both cases, but have lived so close to "Mizzoury" for such a long period that I feel like the average "Mizzouran." "You'll have to show me."

Yours truly,

EUGENE WRIGHT.

There was nothing material taken from the article written by Brother Wright, nor was his \$100 "funeral expense" changed. It read \$100 in his letter in February issue. The JOURNAL did incorrectly refer to it as \$150, but not purposely.

Whether the amount named were to be called "death benefit" or "funeral expense" the cost would be the same to the Brotherhood.

Every member, regardless of his class policy, would pay one dollar a year additional Grand Dues. For this the Organization insurance agreements would be increased \$100 for each policy payable for death. It is to be taken for granted that the man who becomes disabled will not receive anything for the dollar per year he has paid if this proposition calls for "funeral expenses" only.

Brother Wright has carried his financial argument over a period of years that cover the most prosperous period this Organization has ever known. His figures extend over almost four years, counting the M. & O. strike and the transfer of funds from the General Fund to the Protective Fund, which is included in the reports to be submitted to this coming Convention. In addition to the figures quoted by Brother Wright there can be

added almost \$5,000 paid in donations by the Buffalo Convention.

Expenses have also been paid for Denver and Buffalo Conventions out of the General Fund. But if all the propositions that have been advanced that intend to replenish depleted funds from the General Fund had been accepted there would be no General Fund and extra assessments would be in order.

Why would it not be better to call things by their proper names rather than to cover them up by "extra" names, such as "funeral expenses?"

The figures presented as showing what has been paid from the General Fund are correct. But they are not qualified by explanation that is only fair. The Organization has been moving rapidly forward for the past ten years. Its revenues have exceeded its fixed charges because of its additional membership. If the Organization had to experience the times it experienced between 1898 and 1897, with a strike or so included, the General and Protective funds would be where they were in 1896—on the wrong side.

Brother Wright admits his plan is not self-sustaining. It purposes to draw from another fund what it cannot bring to itself. This question was before the Buffalo Convention and the General Fund and its purposes were explained by the Grand Master at that time and so effectively that no inroads were made on it.

If the Organization can meet extra expenses from this fund, so much the better, but, is it not a matter of business to know that the necessary amount is there before there is a fixed charge against it that must be met as a part of the insurance contract of every member?

There is no disposition to throw cold water on any proposition that promises for the betterment of the Organization, but the JOURNAL believes it would be unfair to not call attention to a proposition that is not good business.

The Organization accepted statements of this kind at its 1898 convention and it paid the penalty before two years had passed. It was practically bankrupt in 1896, when the experimental legislation was repealed. We agreed, in 1893, to pay out more money than we received because of certain changes made in the Constitution which the members of the Brotherhood repudiated in 1896; that left the Brotherhood with a debt of close to \$100,000. Prior to 1893, death claims were paid, in some instances, before the member was buried. After the experimental stage was reached the Organization was threatened with a receiver because it did not pay claims within the time set by its own laws.

What Brother Wright has said regarding payments for extra expenses is true, except that he has overlooked a large part of it, but that is what the General Fund is for. It is the working fund of the Organization and the only one that can be used for any purpose decided according to the laws of the Brotherhood. If this fund is tied fast to the insurance contract it becomes subject to the insurance laws of the several states and can not be used if the insurance interests are threatened by so doing.

Taking it for granted that one man's dollar will

bring him just as much insurance, by any name, as another, the estimates furnished will not be materially changed. Last year we paid 1,350 claims, which under the plan would have meant an additional expense of \$130,500, or a difference of \$46,500 in the amounts received and paid for the past year, with other years in proportion. Covering a period of four years, as his other estimates do, the demands made on the General Fund can easily be understood.

It may be that the estimates furnished by Brother Wright would always be correct. Again, they might not. It is apparent, however, that if this plan had been in operation for the past four years that there would be an assessment necessary to cover the expenses of this coming Convention, but which can, and in all probability will, be paid from the General Fund.

The supposition that the reference was made to Brother Wright's letter alone is hardly correct. There are suggestions in the Grand Lodge Office (not to the JOURNAL) advising that: "when a member becomes fifty years of age that his claim be paid in full." This would allow a man to hold membership five years and one month and then receive the full amount of his policy. There are other propositions that cover an extended line of thought ranging from adding \$150 to each policy and paying the added amount from the sum saved by holding Conventions every four years. This would mean the cost of one Convention saved in four years or, approximately, \$90,000. If \$150 had been added to each policy for the past year it would have meant an added cost of approximately \$200,000 for that year alone. Four years on the same proportionate plan would have saved \$90,000 and cost the Brotherhood approximately \$800,000.

Whatever the Brotherhood decides to do on these questions it will do despite the arguments that may be raised by any of the brothers or the JOURNAL, but there are certain decidedly disastrous legislative results that ought not to be overlooked nor ought financial propositions be accepted without careful analysis.

The expenses incurred during the Chicago switching settlement were not paid by the Chicago switchmen alone. They were paid by all members on the systems represented.

D. L. CHASE, Editor.

## Columbus, Ohio.

Recently the amusement was afforded me of reading a letter written under date of February 3d, 1907, by First Vice Grand Master J. B. Connors of the S. U. of N. A. As a former member of that organization employed in yard service on the Big Four system, but now a member of our Brotherhood, I became disgusted with the mud-throwing tactics of the S. U. and the utter inability of that organization (if indeed it can be called an "organization") and its committees to "make good" after their numerous grand stand plays.

Mr. Connors, as late as February 3rd, appears to be laboring under the impression that the yard

men on the Big Four are still working under the 3 cent per hour advance which their committee so gladly accepted from our General Manager on the afternoon of November 28th, 1906, and which the General Committee of the B. R. T. had refused at 11 A. M. the same day. I would infer from this that the Grand Officers of the S. U. have been kept in blissful ignorance by their committee men on this system of the fact that effective January 1, 1907, a 4 cent per hour flat raise went into effect in all yards on the system, and that the old reliable B. R. T. had won when they had failed. Possibly, had Mr. Connors been aware of these facts he would have used a decidedly different tone in the above mentioned letter, wherein he sets forth in a rather bombastic manner, thus, "It seems to me that the switchmen on the Big Four should know by this time that their only salvation (mark the expression) is to join the S. U. of N. A., and that if we (meaning the S. U.) had had the switchmen solid on the Big Four we would have got a 4 cent an hour increase instead of 3 cents."

Verily, where ignorance is bliss, 'tis folly to be wise, and the knowledge of "passing events," was no doubt withheld from Mr. Connors out of pure consideration for his feelings. It is *too bad* then that a member of the B. R. T. must of needs say to the big guns of the S. U.: "Wake up and realize that the switchmen on the Big Four are seeking the salvation Mr. Connors refers to by getting into the B. R. T. as fast as they can."

For they know now wherein their interests lie, and which of the two organizations represent yard service on this system, and they are showing their appreciation of what the B. R. T. has done for them in a manner befitting men of good sense and judgment.

Mr. Connors also seeks in his letter some information as to how the men feel about joining the S. U. and states that if they are "favorable" he will "come on and fix them up." Let me say to the gentleman that the B. R. T. will do all the necessary "fixing up" on the C. C. C. & St. L. and in the most approved style too.

If you can spare me the space, Mr. Editor, I would like to give a brief history of our recent negotiations and settlement for yard service with our management at Cincinnati. This for the information of our own members, and for the satisfaction and possible consolation of our sorrowful and down-hearted S. U. brethren.

During the latter part of February and forepart of March, 1906, the B. R. T. General Grievance Committee for the Big Four met at Indianapolis, Ind., and formulated our schedule, and this schedule was submitted to Mr. J. Q. Van Winkle, then General Superintendent, during the early days of March. It contained among other things for yard service the "Penalty noon-hour." Similar in wording to article 4, yard rules of our present schedule. Subsequently Mr. Van Winkle wrote our General Chairman and also the general chairmen of the O. R. C., B. L. F., and B. L. E., asking for a postponement of consideration of our schedule in view of the then impending strike of the coal miners. This delay was agreed to by the four named orders.

I succeeded to the chairmanship of the G. G. C. on November 19th, 1906, and at 11 A. M. November 30th, General Secretary F. W. Morwick and myself interviewed General Manager Van Winkle in his office at Cincinnati and secured a date from him for the adjustment of our schedule for November 26th.

On that date our entire committee, 18 men all told, 11 of whom were yard men, entered Mr. Van Winkle's office and taking up the yard schedule first, asked for a 4 cent per hour flat raise for yard foremen and helpers in all yards on the system and a decided change in yard rules and usages. This being unsatisfactory to the management, Mr. Van Winkle then submitted a counter proposition offering us the 4 cents per hour for Cincinnati, East St. Louis and Cairo, Cleveland being the only yard at this date enjoying the 4 cent per hour raise, and the only yard on the entire system wherein the S. U. men were in the majority. Notwithstanding that in the letter I have previously mentioned, Mr. Connors refers to Cincinnati, Danville and Sandusky as being yards with an S. U. majority.

At Cincinnati the B. R. T. are in the decided majority. At Sandusky one yard engine is worked and the crew of that consists of one B. R. T. man, one S. U. man, and one No Bill. At Danville I believe four engines are worked and we have a representative from there on our committee now. The above offer having been made for the yards named, a 3 cent per hour increase was offered for all other yards on the system.

November 27th our committee again met at Mr. Van Winkle's office and insisted on a 4 cent per hour flat increase in all yards on the system. In this and all other respects our demands were exactly the same as on the 26th. But the management would not "come over."

November 28th we repeated our proposition of August 27th verbatim, and Mr. Van Winkle strengthened his previous offer by conceding to us the "Penalty noon-hour." We again refused his offer and he stated that it was the best he could do. At 11:15 A. M. we adjourned for lunch, Mr. Van Winkle saying he could not see us immediately after dinner as he had an engagement. It was consequently arranged that he would advise us by telephone at what time he could again see us.

At 2:15 P. M. we again entered the gentleman's office and I informed him that we would accept nothing less than the 4 cent per hour flat raise in all yards "little and big," on the system. He would not agree to our terms and informed us that he had granted the S. U. representatives an audience during the interval following our morning session. That he had offered them the same as he had offered us and that they had accepted it as final and gone away.

The S. U. committee, I understand, had been in Cincinnati several weeks off and on previous to this, and this was the first offer they had had from the management. And they accepted it. Accepted, and gladly enough, I grant you, that which the Brotherhood of Railroad Trainmen had

finally and flatly refused to accept not five hours previously. Then they returned to their homes and tried to square themselves with their constituents by circulating the report that the B. of R. T. had settled for three cents per hour increase, and that they (the S. U.) had been compelled to accept the same. Making, as you will observe, a virtual admission that they had accepted the three cents, but trying at the same time to unload the responsibility for that acceptance on the B. of R. T. And this little trick, so characteristic of the S. U., takes me back to a year ago. When I returned to Columbus from Indianapolis they handed out a bunch of dope to the effect that I had been run out of Mr. Van Winkle's office and had been told by that gentleman that the Switchmen's Union would legislate for the yard men on this system. Now, that was simply an unvarnished lie started for the purpose of boosting their stock. They had to have something to pat themselves on the back over. But in circulating this yarn that did not compliment our general manager very highly, they did not even give him credit for knowing (as he most assuredly does) the relative numerical strength of each of the several organizations on his system. I do not know whether this fairy tale was put in print in the "pink pamphlet" with the burial vault design on the cover.

Throughout the whole affair they have simply gathered up handfuls of mud and tried, with the tactics for which the S. U. is noted, to besmirch the name of an organization which does business in an honorable, businesslike manner, protects its members and its contracts as well, and in whose membership is enrolled in yard men alone more than three times the number of their total membership. Oh! it is a shame that the big dog will not give the bone up to the little cur, and then vacate the kennel as well.

To make a long story short—our general manager tried, by means of acquainting us with the fact that the S. U. had accepted his offer, to force us into accepting it also. We did not do so, however, and finally, with the assistance of a Grand Lodge officer, the general grievance committee of the B. of R. T. for this system settled for yard service, the increase being four cents per hour flat, and in some yards seven and nine cents, with the penalty noon-hour, and other changes in yard rules. We also secured a contract signed by Mr. Van Winkle, myself and General Secretary F. W. Morwick, and I guess that is pretty near the goods.

In conclusion, permit me through your columns to thank every member of our committee for their able assistance during our negotiations, and to commend them for their gentlemanly demeanor, which I do not hesitate to say contributed very largely toward our success in settling for yard service on this system. Fraternally yours,

THOS. P. REED,  
Lodge No. 175.

C. G. G. C. Big Four System.

## Elkhart, Ind.

We are taking in a few new members once in a while, still there is plenty of good material in our jurisdiction yet, both in road and yard service, if the brothers would only speak to them and try to convince them that it is to their interest to join. I cannot see how any man with the least spark of manly self-respect can bear to watch the struggles of his fellow Brotherhood workmen and accept the results and benefits of such struggles without lending a helping hand. Every trainman or yardman owes it to his self-respect, he owes it to his fellow workmen, to everything he holds near and dear, to join hands with the B. of R. T. and do his share in the movement that means so much to the members of the grand organization. With what manly pride the B. of R. T. man meets his fellow workman—conscious of duty alone, of having done his part, and still doing it, he looks every one straight in the eye, knowing that he is not enjoying benefits that some other gained for him. With his receipt in his pocket, his certificate of honor, he knows he will meet with true and loyal friends wherever he may go. Should he be in search of employment, he finds on every hand those ready to assist him, and should injustice be done him, just as eager to defend. We have quite a number of members in No. 23 today who just pay their dues and wear a button. They think they are Brotherhood men. Well, they are—in name only. Members of No. 23, come to meetings! I don't think much of a man who cannot spare one afternoon or evening in the month to come to lodge meeting. The officers are imbued with a desire and possess a determination to work for the best interests of No. 23. It is but proper to make note of the fact, however, that no matter how anxious, how able or persistent the officers may be, they will make but little actual headway unless they secure your hearty and cordial co-operation. A lodge is what the members of that lodge make it, no better, no worse. As members of No. 23, its future, its progress and success are as much in your hands as in the keeping of the brothers you elected as officers. The Master might be the best man in the lodge, possess all the qualifications to spell success as a presiding officer and executive, but his work will be as fruitless as one can imagine unless he has your support. If you start off by giving your full support and confidence to your executives, they will feel encouraged and work the harder. If you have any criticisms to offer on the methods employed, bear well in mind that right here on the floor of the lodge is where you can get a hearing and action that will correct either error or abuse, if such exist. One of the ear-marks of a live, up-to-date lodge is well attended and orderly meetings. Make it a point to attend just as often as possible and all will be well. "In time of peace prepare for war." Let your watchword for 1907 be as was in the February JOURNAL, "Holler all the time in behalf of the Brotherhood." Every member hustle and mean it. Don't let the officers do it all. Of course they are responsible for the business of the lodge, but come up and help them and thereby help them and yourselves; read your JOURNAL every month,

also your Constitution, and see if you are living up to it. We have a few men of the reverse curve denomination here, but they are very quiet and we get along well with them. Business has been pretty good on the Lake Shore this winter. I remain,

Fraternally yours,

P. J. DILLON,  
Vice Master No. 23.

### Wanted.

I suppose each one of you read the JOURNAL; if not, you should. As we look through its pages we often see where some trainmen on certain railroads received an advance in salary or they are going to get after more pay and shorter hours. Not long ago all railroads raised their conductors, brakemen, flagmen, engineers and firemen. The writer asks, did anyone read or hear anyone say that the injured employe got a raise of pay? No, not one, and every day, month and year the injured man goes without any protection or a raise of pay. What is wanted is some protection for you when you are injured and for the many injured at the present time. The number of injured is not growing smaller. It gets larger every day and who is going to help the injured if the Brotherhoods do not. The injured can not get together because they are scattered along over the different divisions of the many railroads, watching crossings or throwing switches at some division point for a salary of about \$35 to \$40, and very seldom over \$40 per month. You can see there is a great deal needed. It takes just as much to live on after you are injured as it does before you are injured, and who is there under the face of the sun can live, or half way live, on the salary that an injured employe receives for his twelve and fourteen hours a day shift. And then the writer has had brothers tell him that he had a fine position, home every night. Yes, after he has put in fourteen hours and received \$1.20 for his service. A great deal is needed in a case of this kind and we can't get what is needed because the Brotherhoods say they cannot help. It is all a mistake, and the writer would like to see someone bring up the subject at the next Convention so the injured will be protected the same as the man who is not injured. The injured has feelings and his family is just as dear to him as any man's family. But what is wanted is a little protection and a little better salary so the injured can protect their families a little better, so they can get books for the little ones who go to school and buy shoes and clothing that will keep the body warm. Wanted? There are a good many things wanted for the injured employes. Let a man get injured and then he will see what is wanted, and it won't take him very long to find it out. Suppose a company gets tired of an injured employe and discharges him, then what is wanted? Why, a little protection. From whom? The Brotherhoods. Protection can be had for the injured just as easily as the raise of pay was gotten for the injured, provided the Brotherhoods go after it.

The writer has had his little son of nine years ask more times than he could count, "Papa, can't you go to church Sunday with me?" No, I can't

do it, my boy, I have to work every day so I can keep you in food and what few clothes you need. And that is the way it goes every day—fourteen hours a day for \$1.20. The writer gets paid for ten hours and works fourteen. What is there that is wanted? Wanted? Wanted? Why, the injured want the help of the Brotherhoods.

Yours in B., S. & I.,

A MEMBER.

### Poor Discharged And Rich Pensioned.

In the Washington (D. C.) *Star* of March the 1st, I read this pitiful tale of the discharge of forty-one old men and old women in the mail-bag repair shop of the Postoffice Department without any notice and the leaving of them with no means of making a living. There is plenty of work to do but the postal system wants places for new pets who have done something for their party, don't you know. Some of these old people have grown old in the work; most of them are old soldiers, or the widows of old soldiers, and all have families dependent on their miserable wage. The paper says that the scene, when they received their fatal yellow envelopes, was intensely pathetic; some of the women fainted, since all had nothing but charity to live on now that their jobs were taken from them.

Now, listen! On the same day that this occurred the Senate passed a bill giving the widow of ex-Senator Hawley a pension of fifty dollars a month, though it was established that she was living in Europe and has a fortune. Hawley for years served the corporations and received \$8,000 a year, besides perquisites, but working people are expected to save money out of two dollars a day to keep him and his in their old age. Mrs. Hawley probably never did a day's work in her life, and she must not be allowed to. Let the common herd do the work. That is all they are fit for. They are made to serve the rich, and when the rich lose or squander their incomes, they must be pensioned at the expense of the poor. Will the working people never get their eyes open? Not only Mr. Hawley, but thousands of other parasites are drawing pensions; and they do it because the people vote the old party tickets. It's up to the people.

W. J. BOWMAN,  
Cincinnati Lodge No. 148.

### Camden, N. J.

I believe every railroad man should note the men who get a furlough or resign their positions at just the time when many or any of the railroads in this country are voting on the question of strike.

I know some men who came under my notice lately were experienced railroad men and they did not have to patronize scab employment agencies to secure work at this time when railroad men are in demand throughout the entire country.

I want to tell you a camera is a very handy thing to have when you are around the "Hobo" headquarters, so I say again, remember the man



who leaves for parts unknown. I have in mind one of those fellows who walked up to an agency, looked up at the place in a sheepish sort of a way, then glanced up and down the street, thinking no one saw him, he dodged in. The next day this fellow was asked to explain his conduct and he was disgraced.

I like the proposition of the brother from Chicago, in the JOURNAL for March, to have each lodge of the system carry an advance fund for general grievance work; and I would also suggest that general committeemen be allowed one vote for each fifty men he represents in general committee meetings. I believe also in the idea of allowing each delegate in the Convention one vote for each fifty men in his lodge; this would give us proportionate representation.

Let us trust the committee will change our ritual. I suggest they make it as brief as possible and have much of that which now takes so much of our lodge time put into our Constitution and give us more time to consider the protective feature of the Brotherhood.

I would like to see the yard men on all large systems have separate committees, both local and general.

The P. R. R. lines east (general committee) have just settled with the management of that company, and while the committee was not entirely satisfied, they compromised rather than go to an issue at this time.

We have all learned a great lesson in this movement, and I know the next session of this P. R. R. general committee will not be quite so expensive either to the men or the company. This fact will be good news to all interested.

J. F. GAFFNEY, No. 357.

### Indianapolis, Ind.

I have been reading in our JOURNAL remarks from different members in regard to our next Convention, and some of them I think are very wise, especially in regard to holding our Convention every four years instead of two. If, as has been suggested, there could be a saving of from \$75,000 to \$80,000 by holding our Convention every four years, I cannot see why this is not a good idea. This would make a neat little sum to add to our reserve fund. While our Order is in the heyday of its prosperity, now is the time to provide for adversity. If our officers are good and capable enough to serve two years, why are they not good enough for four? I think we have got the finest lot of officers that ever was placed at the head of any organization. They have all come up from the bottom; they all know what it is to climb the ladder of a box car; none of them has come into prominence through the influence of a rich father. We have a leader who knows no superior; he is a man who is respected by employers and employees.

Our sister order took a step in the same direction at their last convention, but only for three years. I would like to hear an expression on this subject from some of the brothers.

I had the pleasure of attending the joint meeting of the O. R. C. and B. R. T. held at Indian-

apolis March 3d, and listened to some very able arguments produced in reference to formulating a plan of adopting a salaried chairman, which I believe is a good idea. We all know that many a good man has lost his position for no other reason than that he was a member of a grievance committee. That would be done away with to a certain extent. We would still have to have grievance committees, but they would present their grievances to the Board instead of going before the general manager. That is my understanding of the object, and if that is correct our expenses would be far less than under the present system. The meeting to be held at Buffalo the 28th of this month will decide to a certain extent whether this plan will be adopted or not. Will some brother suggest a method by which we can have a better attendance at our meetings. We have no complaint as far as taking in new members. We have about 250 members in good standing. We have a nice hall and good officers, but with all this we have a very poor attendance.

Wishing success to the B. of R. T. and L. A., I am in B. L.

JOURNAL AGENT,  
Inland City Lodge, No. 374.

### A Chance To Make An Easy Extra.

There isn't a reader but who would be perfectly willing to make a little easy money. We offer the chance for every member to make a fair week's wages by getting subscriptions for the JOURNAL. Our prize offers are of the best. Our watches are among the best on the market and sell for \$50.00, \$35.00 and \$30.00 and our commissions offered through them run from 100 to 66 per cent, which is about as high as can well be paid for any kind of agency work.

We do not want our brothers to ask their friends to subscribe for this JOURNAL by putting up a plea for charity. There is no charity about it. We contract to give a dollar's worth of goods for the dollar paid for subscription. We want every business and professional man to know something of this organization and we believe that if they will read the JOURNAL they can gain the information desired as well as much other useful economic education that will not hurt them any.

You advise Mr. Businessman that the TRAINMEN'S JOURNAL is a business proposition with you, and him, just as he will tell you that what he wants to sell you is. He would not think of denying a hearing to a solicitor for other business, not by a long shot. If he does not want the JOURNAL, we do not want him to have it, but if he can be persuaded to take it as he takes other publications we want him to have it and we hope our brothers will not let him get away without the asking.

Send for subscription blanks and receipt book, look over the list of prizes in the advertising pages and then get to work, make a little easy over time, and put the JOURNAL where it will do the most good for your Brotherhood.

# EDITORIAL

Vol. xxiv.



No. 4

## The Distinctions And Effects Of Caste.

John Bright, referring to India, said, "Educate the people of India, govern them wisely, and gradually the distinctions of caste will disappear." The desirability of the elimination of caste in India is fully understood by those who govern it for the laws of Brahmanism have not assisted in the development of that country and as long as they maintain, there will be the disadvantages of a condition that forbids association of class that keeps the people divided into their hereditary castes with no hope of ever getting out of them. India has not succeeded in eliminating caste and as long as the laws of Brahma maintain, she never will.

Outside of India the division of society on artificial grounds, such as hereditary privilege, wealth or power, has brought into being a class distinction that is becoming more threatening to the material progress of all of the people every day it continues.

All men are born free and equal is so often quoted that one might suppose there was something in it, but if there is the condition does not maintain after the first breath of the new born. The expression has never been taken seriously, for it is one of those fancy flights of imagination peculiar to the writer and speaker who seek to express nice things without due regard for their values. It is giving expression to an ideal state, rather than telling of what is, that prompts the statement. The cold, hard facts tell a different story and are not calculated to please one who has the time to

read of, or listen to, and digest how blessed he is in his equal state.

If all society were to be divided on merit alone, who would be the judge of fitness for the different classes? For there would be classes. No judgment would answer the popular idea and as it is natural for different qualities of mind, privilege, wealth or assumed power to flock together, society gathers each individual to his kind and class and, in the power of numbers, that class seeks to better the social standing of all of its members through ways that appeal to it as productive of the best results. And this is not all for, like the Hindoo, the people of one class feel it degrading to associate with those of a caste they have decided to be inferior.

This is not to apply alone to society as understood from a purely social point of view, which is usually a woman's quarrel, taken up by her fool men friends and pushed to the limit of their social and financial resources. This "society" feature of modern, superior caste, is serious enough in its way, but not half as serious as that feeling of superiority that prompts every man to refuse to assist his brother who is a little lower down the social and economic scale.

We talk of human brotherhood. Outside of the working classes there is no such thing in a general sense. The poor have no sympathy for the rich, the rich have no sympathy for the poor, the middle class is between and just as far from both so far as exchange

of helpful interest goes. There are all kinds of gradations and the easiest way for the reader to figure this out for him, or herself, is to take up a personal review of one's acquaintances, friends and then the others one knows only by chance information or observation, and think which ones are equal and congenial, those not quite so congenial, which ones are admittedly superior and inaccessible and the others "with whom we do not care to associate." This is one excellent method for finding out what caste means as applied to our society. You know that you will enjoy yourself with certain persons, you know you will be awed by and classed as impossible by others and you also know there are those "you wouldn't touch with a ten foot pole." This is caste, limited.

The class conscious socialist has the right idea when he purposes to make all men suffer equally in order to create one grade of society, equal in condition so far as it applies to living needs, and from which he hopes to bring about a fairer degree of equality for all mankind by keeping them in the same class. It would be a rather difficult proposition to reconcile all minds to one kind of thinking and different thinking makes different classes and, so, it has always been.

But, as there are classes divided among themselves and subdivided again and again the idea ought to obtain some standing, one of these days, that there could be a let up to some of the foolish class notions for the general betterment of all of us. We do not care particularly whether the superintendent's wife goes shopping with the brakeman's wife or not. The chances are very remote. But we do care whether the engineer, conductor, brakeman, fireman, telegrapher and switchman purpose to forever maintain a class feeling that holds one from realizing that class barrier is working to their disadvantage. We might just as well go on down the line and take in every railroad employe. Consistent with this kind of argument it would be proper, but to prove there is class, the idea has never been entertained seriously by the first mentioned employes, but this is their error.

Practically, we find that where men are benefited by association they will hang together better and more effectively than

where their employments are not interchangeable and wages not affected by what is paid to each class. The conductor, brakeman and switchman can get along very well together because what affects one affects the other. If, however, the gilt braid and long coat encourage the class feeling of the conductor, he may want to "herd" by himself so as not to lose caste by mixing up with the others. This is merely a figurative expression and not to be taken as personal. The same can be said of any other classes.

To be very plain about it we find that class feeling in labor bodies is very pronounced. We also find that the man who is held to be inferior because of occupation and wage will be more ready to go to the assistance of his superior fellow than the high and mighty co-employee will ever be to go to the help of the lowly one. The man way down the ladder may have more get up, more brains and a thousand times more decency than the other, but class distinction holds him fast and he is expected to give up while the other is not. This is, however, only a part of the story. It is no special plea for all men to get together for they will not. Even if they do try it, the first time their boasted equality is put to the test it goes to pieces for the high class man will not submit to the equality of his less fortunate fellow.

If the writer could see the time when all men of one common class were together he would be fairly well content. By this is meant, not one particular occupation but all occupations of the same character, with practically the same wages and in interchangeable employments. This is dream enough without getting into the nightmare of impractical equality.

But this question does not apply alone to labor organizations, aristocratic society and the "submerged tenth" with all the gradations in between. It applies to every function of government and business.

Mr. Charles Edward Russell, in the *Cosmopolitan* for March, 1907, writes on this question of caste as it is found in our political and governmental life and from it we quote the following:

"In the last few years we have seen in commercial life the developing of a class of men that, on the testimony of the President of the United States, are immune

against the operation of laws that poor men fear. It is true; no man may deny it. In July, 1904, one hundred and twenty-seven men of our lower castes were brought before a United States judge in a western state charged with contempt of court in violating an injunction that forbade them to step over an imaginary line in the public highway. And these men were punished for their contempt. And in April, 1903, at Chicago, another United States judge had issued an injunction forbidding sixteen high-caste citizens to violate a statute of the country, framed to prevent them from robbing the public. And for two years thereafter these sixteen high-caste citizens continued every day to violate the law and to violate also the injunction forbidding them to violate the law. And when after great effort by a conscientious public officer they had been indicted for violating the injunction and robbing the public, it was discovered that high-caste citizens could not be punished because they were members of corporations, and they went free. But nobody ever found anything of that kind to protect the low-caste men dragged to court for contempt, nor for violating laws nor for violating injunctions. It is true. We do not like to admit it, we hate to have anybody refer to it, and we think it is better not discussed; but it is exactly and literally true, just as I have told it.

"And meantime, beyond denial and whether we like it or not, we have seen a huge caste grow up utterly dependent upon another caste for daily bread and for life itself. We have seen the dependent castes become more dependent, and the employing caste become more powerful and more autocratic. Who shall deny it? We have seen the employment and therefore the existence of two million men dependent upon the will of seven sitting in an office in Broadway. We have seen the tradesman caste slowly turning into a servant class dependent upon the same seven or some other. We have seen the caste lines strengthen upon the tradesmen and workmen and bind them fast, so that hereafter they shall have no more chance to escape from the caste pit than they might have in India. It is true. We have seen the power exerted from No. 26 Broadway become liter-

ally greater than the power exercised by any absolute monarch in the world, a power over men's employment and bread and ways of life, over the laws that guide them, and subtly over the newspapers that inform them and the schools and colleges that educate their children. It is true. We do not like to think of it, but it is true. We have seen this power pass laws and choose public officers and defy courts and dominate the government, and all these things have been part and parcel of the development of the times.

"Part of it? They are the development. Inevitably, always, everywhere, such things accompany the breeding of the caste idea. There never was caste in any corner of the globe without them. Class divisions are solely a matter of concentrated power; they have no root but in one form or another of autocracy. It is not normal for one man to abase himself before another, nor to proclaim his own inferiority, nor to crawl in the dust to another such piece of clay as himself. When he does these things he does them from compulsion. It is not normal for one man to ride upon another's neck. When he does so he does so because in some way he has obtained the power to do so. Wherever about this world caste has existed, it has kept exact measure with coercion, it has been an exact index of the power of the powerful and the weakness of the weak. To this there never has been and never will be an exception. Caste is simply this, that the man that by reason of power stands at the top extorts homage from those below him; and in the degree that those below him share his power, for the obeisance they must make they soothe their pride by exacting obeisance from others. And nowhere in this world has caste been able to make head when power was reserved in the hands of the people.

"These are obvious truths, are they not? Nobody denies them. Then let me call your attention to the next great fact.

"The growth of caste in this country has kept pace, step by step, with the growth of political corruption and of the power of political bosses that have largely usurped the place of the people's will.

"How much are the people consulted about the make up or actions of their legislatures? How much do they really have to

say as to who shall govern them? What do the people know about any of these men? Who fills out the party tickets in the big cities?—and in the small, for that matter? Who decides who shall be mayor of Baltimore and who shall be clerk of Skowhegan? And who are the bosses and machine managers and slate writers that have thus taken out of the people's hands the power of government? Where do they come from? Who gives them the means to effect these revolutions? The corporation caste; nobody else. In every case, without exception, everywhere, they are maintained by corporation power; always the funds wherewith they support the machines and perform their tricks are supplied from corporation coffers. They are the servants of the 'immune' caste, they are kept in power by the Brahmans of America—and by nobody else.

"And it is not only in corrupt politics that the ramifications of this insidious thing are visible; it is in clean politics as well. Not long ago in England fifty-one labor men were elected to Parliament. How many labor men are in the American Congress? How many could you send there? Imagine a cooper like Will Crooks laying down his tools and going to Washington to make laws. The lawyer caste and the corporation caste and the Brahman caste would cover him with ridicule and thrust him out of doors. The mere fact that he worked with his hands would be enough. Last fall some workmen in Indiana thought they ought to be able to do there what workingmen had done in England, and they nominated a workingman for Congress. Instantly all the higher castes combined against him; Republicans and Democrats lost sight of their differences before the awful threat of a workingman in Congress; all other hands were joined to throttle that demon. Look in the records; it is all there. In a thriving Scotch town of my acquaintance (Kirkintilloch, if you wish the name) one of the most active members of the town council is an iron molder working daily at his trade. Even in Carlsbad the man in the council that plans all the improvements and leads in all the progress is a shoemaker with a shop six by ten feet. Any iron molders or shoemakers in your city council? I think not. There used to be such

things in the old days before the corporation caste and the boss caste became powerful. but you will not find them now. You do not like to think of it, and you will not admit it, and even now you are telling yourself that it is not so; but just look around you and see. Who is the alderman from your ward? Who selected him? To whom does he owe allegiance? How do you think he compares with the iron molder of Kirkintilloch that every night when work is done takes off his leather apron and scrubs his hard hands and sits down to study soberly the condition and needs of his town, which men of his kind have made a clean model? Suppose that iron molder should move over to your town and some one should nominate him for alderman, would you vote for him—so long as he worked with his hands and was a member of Iron Molders' Union No. 29? Well, then, am I right? And after all, is it not wholesome to admit the whole sour-faced truth, and meet it squarely in the road?

"And it is not in politics alone nor in public life alone. The whole social structure is affected by it. Within the last twenty-five years we have seen the beginning and the rapid growth of a class that, by mere reason of the possession of wealth, is set apart from and above the rest of the community. We do not like to say much about it, but we know that this class (with singular lack of originality) slavishly apes the manners, customs, dress, and exclusiveness of the noble classes abroad, and too obviously regards itself as constituting a corresponding caste here. We have seen the doings and movements of this class chronicled with a kind of feverish zeal as if of real importance to mankind; and we have seen the members of this class take themselves with profound seriousness and even pomp. Most of the founders of this our pursy aristocracy having arisen (by dint of shrewdness, a callous conscience, or something worse) from the ranks of the plain toilers, they have mind at times upon their ascent and the original doctrines of American faith; but experienced travelers and observers have declared that not in the circuit of the earth is a class more arrogant and more supercilious than the second generation of our new rich. In these, only a few years of idleness have bred the supreme contempt

for labor and use that is the invariable basis and sign of caste distinctions; so that we have here an opportunity to observe the golden pyramid in the making and these gentlemen as its skilled artificers—on purely European lines. We know perfectly well in our hearts what this means; but we do not like to talk much about it, nor to ask ourselves by what possibility an aristocracy can be squared with the fundamental principles of a republic.

"Can we be sure that conditions among us differ so very much from conditions in old France before 1789? One class immune against the law's operation is very much like another such class, by whatsoever name it may chance to be called. The power to prevent a man from earning his bread does not seem on close examination very different from the power to put him to death by more sudden and less painful means. Consider that so late as 1901 several hundred men that took part in the Chicago railroad strike of 1894 were still blacklisted, with names, descriptions, and full particulars, by every railroad in the United States. Consider also that while it was easy to send to jail men engaged in leading that strike, every railroad company that urged on their prosecution, and every other railroad in the country, was at that time, and has been since, in daily violation of the statutes of the United States, and that none of these lawbreakers was ever brought to punishment. That there should be one class exempt from the operation of the law that

bears upon all others is and has ever been the essence of caste. No such class had ever appeared in this country previous to the present generation; and will you reflect upon the powerful lawbreakers that now go free?

"But no man may look about him and fail to see the widening divisions of class and class, the walls arising to close in the less fortunate, the growth of the system that in the end crushes initiative, stops progress, destroys hope. Caste is the product of concentrated power, and for power wealth is but the modern alias. The thing within remains exactly the same. In the old days men established caste with the sword; now they establish it with wealth. We look at the imperial coronation celebrations with which we now inaugurate a president, and the day seems far off when Jefferson rode alone to the capitol, tied his horse to a paling, and strode in to take his oath. And vast as seems that change, it is only typical of a general movement of which the ultimate goal is the maharajah's golden palace on one side and on the other the horrors of the reeking and pestilential alleys of Bombay."

This is not a pleasant picture, yet who dares to say it is untrue? There may be correction of certain features herein mentioned to the extent that there may be some governmental regulation, but how will it be with the people themselves in their relations to each other?

---

## Help To Organize The Trackmen.

---

The Brotherhood of Railroad Trainmen would like to see every man in the service a member of the organization he thinks is best calculated to protect his interests as an employe and to secure for him every possible benefit as a wage-worker.

All of the railroad employes have an organization covering their employment that is fairly successful in protecting their interests, except the maintenance of way employes who have been the lowest paid and

hardest worked of all of the railway workmen. There is reason for this condition. It exists chiefly because the trackmen have been recruited from the immigrant classes and have not succeed in rising above their beginning as employes because the bulk of them usually have not developed ideas of higher living standards that demand better wages and conditions and have thus held back the older and more intelligent employes who cannot rise above the mass or

bring it along with them unless they have some very substantial assistance from the rest of the employes who are organized.

The Trackmen's organizations have carried their burden of poor conditions and low wages along right manfully for several years and have used their best endeavors to teach the men engaged in track work of the needs of an organization, but their work has been discouraging and at this time their future is further darkened by the common practice of the railroads of employing newly landed Italians, Greeks and Japanese for track work. Their standards of living even do not use up the wages they receive and it will be a long time before they will appreciate the need for anything better. What they have as trackmen is more than they ever dreamed in their most optimistic moments and the outlook for the men, whose intelligence is expected to keep this mass of ignorance and cheap living moving in the right direction, is none too promising unless we all give them a hand and encourage them in effecting an organization that will get to all of the men and teach them that there is something better if they will get together and ask for it.

The statement is often made that these trackmen cannot be organized; that they are of a low order of intelligence and that any one can swing a pick or handle a shovel. The same thing has been said in effect of every body of men that tried to organize. When our Brotherhood was started its promoters were laughed to scorn and told it was impossible. Today some of us can bring up this former talk and make good the brakemen's position of twenty-five years ago when he said he could organize and the rest said he could not.

It is true the trackman swings a pick and handles a shovel, but there must be brains back of the pick and shovel somewhere and even if the bulk of the men are foreign, without a full perception of right standards of living and fair wages, there must be a directing force to bring out needed results and this force can be made the nucleus of an organization that can be as effective as any of the others.

Take, for instance, the section foremen on whom rests the load of responsibility. There are thousands of them in this country and Canada, intelligent, wide-awake men, who

are doing things every day that contribute their full measure of assistance to railroad operation, on whose alertness and ability the railroad employes and the traveling public must depend for life and safety, but who are not recognized at their true worth because they have not been brought together in an effective working force for their own good.

The trackman is regarded as the lowest grade of employe, simply because he has been forced to accept the position by weight of conditions hereinbefore mentioned.

The limited train, running at its eighty miles an hour, depends for safety on this lowly employe. The train and engine men feel safe when making time over a good man's section and they do not think the section hand is a lowly employe by any means, except in so far as harder work and lower pay are comparative. There is, and must be, enough leaven in the mass of employes to bring safe operating results.

These trackmen ought to be just as much to us as any other class of railroad men. They need organization and they are doing their best, alone and unaided, to get an organization together that will do for them what the other organizations have done for their members. They have the men to make one of the best organizations in the world if they can only be brought to understand it and we believe our members can help the organization of this class of fellow workmen if they will take the matter up whenever and wherever they find it.

No organization ever secured results the day it was formed, but the start then was rightly made and results followed. It is fair to believe that each foreman will be able to enlist every man working with him if he, himself, will become interested.

Now, the thing to do is to get him interested in an organization of trackmen and through him the rest of the men in the service. It may not look promising in some places, but if it does not, then the reason is greater for encouraging them to get into the organization protecting the men in the maintenance of way department.

Let every man do his part toward helping these men along toward effective organization. Talk to every one of them you can reach and teach him that American wages

and American conditions are his and to be had through organization of his fellows. Do not pass this up, but do your part to get this class of men out of the rut and assist to bring about a condition of railway employ-

ment wherein there will be recognition of the rights and necessities of every class of employees.

You talk organization to every "Jerry" you can reach.

## Meaningless Excuses For Wrecks And Suggested Remedies.

It sounds out of place for a railroad man to hear the reasons that are given for each wreck that is plainly caused by a defect in machinery or track. It is the common thing for several persons to give expert testimony concerning the reasons for each occurrence and the majority of them disagree, as is natural, because not one of them knows for certain that his theory is correct.

A recent wreck was caused, according to the testimony of the superintendent, by "something under the engine giving way" that threw the train in the ditch with the usual injuries and loss of life. The track was torn up, cars and engine totally wrecked and the cause for the disaster explained by the official without positive knowledge. He told what he supposed might have been the cause.

The train and engine men in a wreck never agree on what they saw before, or what happened, when it occurred. Their testimony always varies and gives rise to the notion that they are lying. The fact is that things happen so fast that only partial impressions are formed by each man. Each one of them tells the truth, but he tells only what he saw and consequently all of the evidence does not agree.

The writer for several years has held that the equipment was too heavy for the track. When a heavy engine literally drags the rails out of the ties in starting its train little more is needed to prove the statement. Engine after engine has gone down where it stood trying to start a train. The rails spread under the strain. Heavier rail has been laid, but the equipment has also been made heavier, so much so that it is too heavy for the track and roadway.

Until the past few weeks the "lead pencil" authorities have been using their endeavors to prove that everything was equal to the strain. Now there are several of them who have "come across" to the practical side of the business and declared that "there was too much strain on the track and it gave way under it."

The recent wreck on the New York Central was one to call for such expert evidence. The wreck of the Pennsylvania Limited at Johnstown, Pennsylvania, was another that received like judgment from several authorities and it is practical to suppose the cause was too high speed and pressure on the curve. The rear of the train, whip cracker like, went over. Steel ties were at once condemned as the cause, but who knows that a wood tie would have held any better under the strain imposed?

The Baltimore & Ohio wreck was caused by "something under the engine giving way," but who knows about it when the entire engine and train were a mass of wreckage and the track destroyed? No one; and it is practical to suppose the track was weakened by traffic and could not stand the strain imposed by the fast train.

The truth of the matter is that railway managers have imposed more on their track and equipment than either can safely stand. Rails are somewhat heavier than they used to be, but engines and trains are much heavier in proportion. Speeds have been so increased that the limit of safety has been exceeded and railway managers know it. They must know that speeds have been demanded and adopted without getting ready to maintain them safely. Wrecks that occur in the open, away from switches and that are not collisions prove the truth



of what has been said concerning heavy demands before the roads are properly prepared to meet them.

Everybody is after the railroads for some reason or another, and the disasters that have followed in quick succession have not engendered a friendly feeling. But the public is not generous in some of its judgments and in its condemnation of railroads for high speeds it ought to share an equal responsibility. It will patronize the road with the record for high speeds regardless of its death and disability list.

Suggestions come thick and fast, all with intent to save the passenger, but few of them suggest slower trains. They all agree that it is as safe to run fast as slow, under proper conditions, but do not seem to admit that excessive traffic, heavy tonnage and high speeds on modern track are not proper conditions. These questions are overlooked and the statement of the managers, that tracks and equipment are perfect, is accepted too often without question.

The *World's Work*, for March, suggested a blacklist of the railroads that killed and wounded their passengers so that travelers could go to those roads that did not kill them. The comment herewith follows:

"The slaughter of passengers and employees by the American railroads continues without cessation. The investigations that follow the accidents reveal various causes—the failure of engineers to heed the signals, the failure of telegraphers to transmit or receive orders properly, the failure of safety appliances on the trains and tracks to work efficiently. At times it is carelessness. More often it is the failure of the railroad properly to safeguard the lives of passengers while they are in the hands of its employees.

"We need a prompt and effectual remedy. It is not conceivable that we can find one that will bring about the desired result, but we might find five or six which, together, would help to bring it about. The block system, the automatic coupler, the newer signal systems and many other appliances are widely used on our roads, and their use should be extended. Perhaps even more than that, we need something that will bring home the list of dead and maimed to every official and every employee and every stock-

holder of every railroad in the United States.

"Why should not the government give us, quickly and accurately, a yearly blacklist of the railroads? If the proper officials of the great railroads were called upon to furnish within a short time after every accident a sworn list of the dead and injured, the government could quickly give to the public such information. With this in hand, the rest might be left to the press and public opinion, two efficient policemen when their efforts are properly directed.

"As it stands, the condemnation meted out to the railroads is just, in itself, but undoubtedly it is unjust to many railroads. A general indictment, such as now fills the public mind, does not properly reach those railroads which are really to blame, because it falls upon all alike, innocent and guilty. There are railroads, both East and West, upon which travel is as safe as upon any English railroad. Today, the press makes much of the railroad which shows, in its annual report, that it has made the most striking gain in its revenues. Why should not the people have the figures which would enable them to say: 'This road killed a greater percentage of its passengers last year than any other!' or 'That road last year killed not a single passenger!'

"The moral effect of such a classification would be far-reaching indeed. It has been said that a corporation has no soul; but every corporation has a treasury, and through that treasury it can be reached. Every official of every railroad and every director would come at last to insist upon the maximum of safety in travel, and the greatest possible safety for its employees. The railroad superintendent would be the ready instrument to enforce the law with regard to the hours that the men may work."

The writer overlooked the casualties to employees in his proposed blacklist. If they are included every road will stand condemned and the ones standing first in the safety of the passenger will show more than their quota of killed and wounded servants. It is the big fellows that kill and maim their men. But if the roads keep on killing their patrons there is some hope that the employee will not be overlooked when the matter is legally provided with a remedy.

The public will not patronize a slow road. It is on the "hurry up" all the time. Just like the farmer who drives his team over the crossing in front of the engine and sits down on the other side to see the train go by, the passenger wants to say "I came over on the Limited." His reasons are about equally divided between the impression that it gives others that he is in a hurry and because he is in a hurry. Either way he takes his chances on the flyer and will not ride on the slow train if he can help it.

If the railroads would all agree not to run limited trains the public would be protected against itself, but let one of them run a fast train with a certain percentage of wrecks ahead of it and all the others run slow trains and there would be no room on the limited.

The New York Central and the Pennsylvania have had their eighteen hour trains come to grief with loss of life. Still there has never been any let up in the travel on those trains. It is intimated there may be.

An article in the *Independent* for February 28th, 1907, by James C. Bayles, M. E., Ph. D., meets with the approval of the JOURNAL because it agrees with the views expressed by it on high speeds and their effects. In part it reads:

"It is a safe generalization that in the present state of the art the average train speed is somewhat beyond the point which would be tolerated if only safety to life and limb were considered. This is shown by the fact that eighteen bad wrecks have been recorded since January 1st, all to fast trains. Admittedly, the safety line has advanced materially within the past ten years, and even within five years. In another ten years it may be found that running at sixty miles an hour is as safe under proper conditions as running thirty miles at the present time; but if this is true it is likely to be because a costly experience of wrecks and casualties has taught us that the parable of new wine in old bottles has an application much wider than has usually been given it. Old cars can be run on old roadbeds, laid with relatively light rails spiked to partly decayed ties, and over bridges much lighter in their parts and more infirm of construction than would now be approved, only about as fast as average ex-

perience up to this time has warranted. A very little acceleration would send millions of dollars' worth of property to the scrap pile and crowd the cemeteries with untimely tenants. It was one of the humors of the Zossen speed tests that no one was permitted to ride on the trains if married and with a dependent family, unless his life was insured to as near its full value as the Emperor deemed necessary. This was prudent, but not very much was said about it in the newspapers.

"Experience has made it clear that every step in train acceleration must be prepared for by beginning at the bottom and working up. If any one item is overlooked or neglected, it locates a weak link in the chain which fixes the limit of its strength. The shocks and strains of train movement, though unequally distributed, may be assumed to increase in geometrical ratio as speed is increased in arithmetical ratio. Of course this is not an accurate statement. As a matter of fact, the exact data needed to fix the ratio cannot be had, since it can not be known just how strong anything is at a given moment until we break it, and having done so we can only guess how strong something much, but not exactly, like it may be. Nor can strains be measured in train movement. A thousand accidental causes may suddenly increase them above the limit of even liberal calculation. In this field of investigation pure mathematics will often lead to mistaken conclusions, largely because so many factors of every problem must be assumed. Knowing this much, it is evident that to prepare for material acceleration with such trains as are now acceptable to the traveling public, we must start at the very bottom and build our roadbeds in the best possible way, practically regardless of cost per mile. Our rails must be of heavier section and better quality than the average Bessemer output, and we must find some way of more securely holding them in position. The highest available skill must be applied in every detail of bridge design and construction—and just here we encounter a difficulty in the ominous fact that the state of the art in iron metallurgy and rolling mill practice does not permit more than an approximation to uniformity in bridge material. Hence a very large factor of safety must be

allowed for, since a bridge surely strong enough to carry any static load likely to be put upon it might very well not be strong enough to resist the shock of a 100-ton locomotive drawing a train of passenger coaches leaping upon it at the rate of sixty or more miles an hour. Of switches, signals and the like there is more to be said than space could be found for. They must be perfect in construction and inerrant in operation—qualities difficult, if not impossible, of attainment unless they can be made 'fool-proof.'

"Assuming, however, that we have a permanent way of ideal and scarcely attainable excellence, we have but made a beginning in our preparations for safe speed acceleration. Heavy and powerful engines are required with driving wheels of large diameter. These may be had more easily than almost anything else needed. Cars must be built in which the greatest attainable strength shall coincide with the least possible dead weight. To build a practicable passenger car which will hold together at, say, sixty miles an hour, for as many hours as it must be run to earn its cost, is a problem which when studied is found to be complicated by conditions which must be traced back to the ore mine, the blast furnace, the steel works, the rolling mill, the foundry, the blacksmith's shop, and so on. Consequently, even for the purpose of argument, we must assume ideal rolling stock.

"This brings us to the problem of operation. The first conclusion to be reached would seem to be too obvious to need discussion. The fast train must have the right of way over every other train or it will be so delayed as to be taken quite out of that classification. Schedules are so arranged as to give this in theory; in practice it is not possible to insure it with a mixed traffic of express trains, way trains, freight trains, milk trains, newspaper trains, etc., complicated by drawbridges, grade crossings and the like. If everything worked out just as it was planned, the task of the train dispatcher would be a very simple one; but in railroading the unexpected continually happens. From causes unavoidable or avoidable, as may be, but apparently not to be anticipated or guarded against, every railroad has to be operated by telegraph.

If one train is a minute behind its schedule it throws the whole system into more or less confusion. All sorts of accommodations and expedients have to be resorted to on imperfect knowledge of the facts, and no knowledge at all of the reasons. Sometimes telegrams are misunderstood, but not often. It much more frequently happens that the instructions wired from the division superintendent's office are not exactly those he would have given if better advised. In railway management good luck and good management have almost come to be regarded as synonyms. Nothing is better known to those who manipulate the telegraph keys in railroad offices than that during much of its daily run a very fast train is fairly comparable to a 12-inch projectile fired across New York without aim. Such a shot may pass between sky-scrapers, avoid steeples, go harmlessly over roofs and come to ultimate rest in a sand bank in the suburbs; but even the adventurous speculators of London Lloyds would not insure that result of its flight for a less premium than one hundred guineas per cent. Nothing is, or, in present conditions of mixed traffic operation, can be, quite ready for the 'flyer,' and when it passes safely every track walker, station master, switchman and crossing guard gives a sigh of relief and thinks about something else.

"To provide for such train acceleration as the public has learned to expect and demand, one of the first and most essential requirements is a corps of railroad servants so vigilant, so intelligent and so conscientious that every man of it will do exactly the right thing at the right time. If such a staff could be recruited it could be held together and its efficiency maintained only by large wages and short hours. This suggestion need not be elaborated. It would carry the discussion wholly outside the domain of political economy, within which questions of labor and wages are supposed to belong.

"If this summary of the chief factors in the equation of high railway speeds is correct, it warrants certain very definite conclusions. That it is correct from the point of view of the engineer is shown by the following extract from a conservative and intelligent news report of observations connected with the recent disaster to the

White Plains Express of the New York Central service:

"Statements made yesterday by Assistant District Attorney Smyth, after his investigation, seemed to indicate the possibility that the electric motor going at high speed at the curve was too much for the strength of the rails and shoved one of them out of place. Coroner Schwannecke said that he thought the rail which was knocked out of place had not been properly set. The railroad officials, in a statement issued in the afternoon, said that they had not learned the exact cause of the derailment. They added that there was evidence that a break in one of the wheels of the motor car occurred at the point of derailment, as pieces of the broken wheel were found there. In almost the same place a rail broke, but it was impossible, they said, to determine which of these two things caused the derailment.'

"In this instance there was no misplaced switch, no obstruction, nothing noticeably wrong. The speed was simply higher than roadbed or rolling stock were equal to, and it is a fair presumption that every part of the new electrical installation and equipment were as good as could be provided. The facts in this and a hundred other like cases would seem to show that it is much easier to accelerate train movement beyond the point of safety than to get ready to do it safely. But that does not advance us much, unless it be to make it clear that high speed is not simply a question of going fast and faster. It has economic and sociological aspects as well. For example:

"The public demands greater speed in train movement than can now be made with even average safety.

"Enterprising railroad managers are anxious to meet this demand for business reasons.

"Both traveler and railroad manager are willing to 'take chances,' although both know it puts life and limb in greater jeopardy.

"So long as danger is avoided, by however narrow margins, fast trains are patronized to the limit of their capacity and often 'booked' long ahead, and few take the slower trains unless they must. When a fast train is smashed, with the usual consequences, the incident is soon forgotten. The world makes news very fast. Passengers still want to go as quickly as they can be carried and railroad managers want fares."

The disposition of the authorities is to allow the railroads to have their own way about the matter until public demand overcomes the railroad lobby at every state capitol and at Washington.

The conditions are the result of several matters that will have to be adjusted by state and national legislation, for it is certain that railway managers will never adjust them until they have to do so.

Tonnage, shorter hours of labor, more employes, speeds to conform to track conditions, safety appliances and the fixing of responsibility where it belongs will contribute largely to a safer degree of train operation.

The Brotherhood of Railroad Trainmen is vitally interested in all of these questions because its members are being killed or totally disabled at the rate of one for each fifty-eight members and as yet there has been no railroad argument offered for their right to continue to maim and kill either passengers or employes that is acceptable to the employes. When the public feels about the matter as the employes feel about it, Congress will not dare bow down to the demands of the railroad lobbies and give them continued license to kill and maim at their pleasure.



## The Sixteen Hour Bill Passed.

Contrary to expectation and prediction, the last hours of Congress saw the enactment of a Sixteen Hours of Labor Bill, for the regulation of the hours of labor of railroad employes engaged in the transportation service.

The bill is by no means what the railroad employes wanted, but we are not altogether hopeless over the outcome, because experience has taught us that all of these questions must have a beginning, even though it may not be exactly to our liking.

The new measure herewith follows:

[Public—No. 274.]

An Act to promote the safety of employes and travelers upon railroads by limiting the hours of service of employes thereon.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That the provisions of this act shall apply to any common carrier or carriers, their officers, agents, and employes, engaged in the transportation of passengers or property by railroad in the District of Columbia or any Territory of the United States, or from one State or Territory of the United States or the District of Columbia to any other State or Territory of the United States or the District of Columbia, or from any place in the United States to an adjacent foreign country, or from any place in the United States through a foreign country to any other place in the United States. The term "railroad" as used in this act shall include all bridges and ferries used or operated in connection with any railroad, and also all the road in use by any common carrier operating a railroad, whether owned or operated under a contract, agreement, or lease; and the term "employes" as used in this act shall be held to mean persons actually engaged in or connected with the movement of any train.

Sec. 2. That it shall be unlawful for any common carrier, its officers or agents, subject to this act to require or permit any employe subject to this act to be or remain on duty for a longer period than sixteen consecutive hours, and whenever any such employe of such common carrier shall have been continuously on duty for sixteen hours he shall be relieved and not required or permitted again to go on duty until he has had at least ten consecutive hours off duty; and no such employe who has been on duty sixteen hours in the aggregate in any twenty-four-hour period shall be required or permitted to continue or again go on duty without having had at least eight consecutive hours off duty: *Provided*, That no operator, train dispatcher, or other employe who by the use of the telegraph or telephone dispatches, reports, transmits, receives, or delivers orders pertaining to or affecting train movements shall be

required or permitted to be or remain on duty for a longer period than nine hours in any twenty-four-hour period in all towers, offices, places, and stations continuously operated night and day, nor for a longer period than thirteen hours in all towers, offices, places, and stations operated only during the daytime, except in case of emergency, when the employes named in this proviso may be permitted to be and remain on duty for four additional hours in a twenty-four-hour period on not exceeding three days in any week: *Provided further*, The Interstate Commerce Commission may after full hearing in a particular case and for good cause shown extend the period within which a common carrier shall comply with the provisions of this proviso as to such case.

Sec. 3. That any such common carrier, or any officer or agent thereof, requiring or permitting any employe to go, be, or remain on duty in violation of the second section hereof, shall be liable to a penalty of not to exceed five hundred dollars for each and every violation, to be recovered in a suit or suits to be brought by the United States district attorney in the district court of the United States having jurisdiction in the locality where such violation shall have been committed; and it shall be the duty of such district attorney to bring such suits upon satisfactory information being lodged with him; but no such suit shall be brought after the expiration of one year from the date of such violation; and it shall also be the duty of the Interstate Commerce Commission to lodge with the proper district attorneys information of any such violations as may come to its knowledge. In all prosecutions under this act the common carrier shall be deemed to have had knowledge of all acts of all its officers and agents; *Provided*, That the provisions of this act shall not apply in any case of casualty or unavoidable accident or the act of God; nor where the delay was the result of a cause not known to the carrier or its officer or agent in charge of such employe at the time said employe left a terminal, and which could not have been foreseen. *Provided further*, That the provisions of this act shall not apply to the crews of wrecking or relief trains.

Sec. 4. It shall be the duty of the Interstate Commerce Commission to execute and enforce the provisions of this act, and all powers granted to the Interstate Commerce Commission are hereby extended to it in the execution of this act.

Sec. 5. That this act shall take effect and be in force one year after its passage.

Approved, March 4, 1907, 11:50 a. m.

The result of our efforts to secure this measure is due to several causes; among them, the continued interest of the President, the confidence of the members of Congress that Brother Fuller has gained in his several years at Washington, the ready as-

sistance that was given him by the members of the different organizations, and the general attitude of the public, which was reflected in the demands of the press that, a Regulation of Hours Bill be passed by Congress.

Every effort was made by the railroad companies to either head off the legislation altogether, or to have a bill enacted that would be practically inoperative. The determination that was shown by the railroad interests was overcome to a considerable degree by the opposition of the railway employees' side of the controversy.

After the measure had been subjected to considerable juggling in the House, the bill, as we have it, was passed as the last act of the Congress. The greatest thing to be feared under this act is "the unavoidable accidents" mentioned in it. Under this term, it seems possible for a railway company to demand almost anything of its employees, and dodge the operation of the bill.

The railway company, or its officers, or agents, are exempt for delays which could not have been foreseen. This clause appears to open up the way for any violations that may be attempted. The rest periods are not specifically covered, and leave the question up for interpretation by the railway companies.

The act releases the carrier for all liability, if suit is not brought for violation, within one year. The general statute of limitations is three years, but the railway companies are favored by this special clause. The explanation given for it is that if it extended over a period of three years, the railway companies would be subjected to a continual series of blackmail.

There is just one hope in the measure, and that is that the extra tonnage trains that are now being run with the absolute certainty that they cannot cover the allotted distance within the legal limitations of this law, may be so arranged that the trains will be cut down in tonnage and be able to make the run within the prescribed time.

There is a possibility in this, however, that the lead pencil will be allowed to figure out unforeseen accidents as against practical knowledge that they were certain to occur. In fact, the application of the bill as it stands is wholly problematical. A start, however, has been made in the right direction. Like all legislation of its kind, it will have to be fought for section by section, and it is fair to assume that each succeeding Congress for several years to come will have the bill before it for amendment of some kind.

In connection with the enactment of this measure, it is proper that the names of several members of Congress, who were with us, be mentioned. Among them are:

W. H. Ryan, of New York.  
William Richardson, of Alabama.  
C. L. Bartlett, of Georgia.  
R. C. Davey, of Louisiana.  
J. S. Williams, of Mississippi, and  
J. A. Sterling, of Illinois.

Senator R. M. La Follette, of Wisconsin, deserves special commendation, because it is to his efforts that we owe the most effective work in the Senate on the bill. Senator La Follette co-operated with the representatives of the employees, instead of taking only advice from the employers. If the bill, as introduced by him in the Senate, had been enacted into law, we would have an effective hours of service measure.

---

## Lord's Day Act, Canada.

---

The Act passed by the Dominion Parliament to preserve the Sabbath as a day of rest and worship became effective March 1st, 1907.

As near as we can determine the Act will

be enforced just as the different Provinces desire. Some of them will observe it very closely, while others will act as they otherwise determine in the matter. The Canadian Pacific Railway is reported as endeavoring

oring to live very closely to the Act, while the Grand Trunk is said to be hearing the views of the employes on the subject.

The Act, in its principal sections and provisions, herewith follows in substance:

It shall not be lawful for any person on the Lord's Day, except as provided herein or in any Provincial Act or law now or hereafter in force, to sell or offer for sale or purchase any goods, chattels, or other personal property, or any real estate, or to carry on or transact any business of his ordinary calling, or in connection with such calling, or for gain to do, or employ any other person to do, on that day any work, business, or labor.

Notwithstanding anything herein contained, any person may on the Lord's Day do any work of necessity or mercy, and for greater certainty, but not so as to restrict the ordinary meaning of the expression "work of necessity or mercy," it is hereby declared that it shall be deemed to include the following classes of work:

(a) Any necessary or customary work in connection with divine worship;

(b) Work for the relief of sickness and suffering, including the sale of drugs, medicines and surgical appliances by retail;

(c) Receiving, transmitting, or delivering telegraph or telephone messages;

(d) Starting or maintaining fires, making repairs to furnaces and repairs in cases of emergency, and doing any other work, when such fires, repairs or work are essential to any industry or industrial process of such a continuous nature that it cannot be stopped without serious injury to such industry or its product or to the plant or property used in such process;

(e) Starting or maintaining fires, and ventilating, pumping out, and inspecting mines, when any such work is essential to the protection of property, life or health;

(f) Any work without the doing of which on the Lord's Day, electric current, light, heat, cold air, water or gas cannot be continuously supplied for lawful purposes;

(g) The conveying of travelers and work incidental thereto;

(h) The continuance to their destination of trains and vessels in transit when the Lord's Day begins, and work incident thereto;

(i) Loading and unloading merchandise, at intermediate points, on or from passenger boats or passenger trains;

(j) Keeping railway tracks clear of snow or ice, making repairs in cases of emergency, or doing any other work of a like incidental character necessary to keep the lines and tracks open on the Lord's Day;

(k) Work before 6 o'clock in the forenoon and after 8 o'clock in the afternoon of yard crews in handling cars in railway yards;

(l) Loading, unloading and operating any ocean-going vessel which otherwise would be unduly delayed after her schedule time of sailing, or any vessel which otherwise would be in imminent danger of being stopped by the closing of navigation; or loading or unloading before 7 o'clock in the morning or after 8 o'clock in the afternoon any grain, coal or ore carrying vessel after the fifteenth day of September.

(m) The caring of milk, cheese, and live animals, and the unloading of and caring for perishable products and live animals, arriving at any point during the Lord's day;

(n) The operation of any toll or draw-bridge, or any ferry or boat, authorized by competent authority to carry passengers on the Lord's Day;

(o) The hiring of horses or carriages or small boats for the personal use of the hirer or his family for any purpose not prohibited by this Act;

(p) Any unavoidable work after 6 o'clock in the afternoon of the Lord's Day, in the preparation of the regular Monday morning edition of a daily newspaper;

(q) The conveying of his Majesty's mails and work incidental thereto;

(r) The delivery of milk for domestic use, and the work of domestic servants and of watchmen;

(s) The operation by any Canadian electric street railway company, whose line is interprovincial or international, of its cars, for passenger traffic, on the Lord's Day, on any line or branch now regularly so operated;

(t) Work done by any person in the public service of his Majesty while acting therein under any regulation or direction of any department of the Government;

(u) Any unavoidable work by fishermen

after 6 o'clock in the afternoon of the Lord's Day in the taking of fish;

(v) All operations connected with the making of maple sugar and maple syrup in the maple grove;

(w) Any unavoidable work on the Lord's Day to save property in cases of emergency, or where such property is in imminent danger of destruction or serious injury;

(x) Any work which the board of railway commissioners of Canada, having regard to the object of this act and with the object of preventing undue delay, deem necessary to permit in connection with the freight traffic of any railway.

#### PROHIBITIONS AND PENALTIES.

Among the specific prohibitions are games and performances where admission is

charged, excursions by conveyances where fee is charged, advertising such performances or excursions, shooting with gun or rifle, and sale of foreign newspaper.

Persons violating any provision of the Act are liable to a fine ranging from one to forty dollars and cost for each offense, employers directing such operations to fines from twenty to one hundred dollars, and corporations to fines ranging from fifty to five hundred dollars.

Provincial Lord's Day Acts remain in force, and actions may only be begun with the consent of the Attorney-General of the Province, and the Act does not prohibit the operation of passenger railway operated under Dominion charter, or of Provincial passenger railways unless such operation is prohibited by Provincial authority.

---

## The Eighth Bi-ennial Convention.

---

The Eighth Bi-ennial Convention of the Brotherhood of Railroad Trainmen will be held at Atlanta, Ga., beginning Tuesday, May 7th, 1907. The meetings will be held at the Grand Opera House on Peachtree street. A special circular of instructions referring to transportation, hotel arrangements, etc., will be sent to all lodges later on.

The suggestion is made that inasmuch as the Rate Law has interfered with transportation, to a considerable extent, it will be impossible for the Grand Lodge to make any special arrangement for transportation of delegates or their wives. Delegates are, therefore, advised to make application for transportation to their respective companies. A delegate not in the employ of a Railroad Company will not be able to secure transportation, and requests for such made to the Grand Lodge office cannot be taken care of.

The Committee on Benefit Claims will meet at "The Kimball House," Atlanta, Ga., April 22nd, 1907.

The Committee on Constitution and General Rules, and the Committee on Reports of Grand Lodge officers will meet at the

Grand Lodge office, Cleveland, Ohio, April 25th, 1907. Proposed amendments to the Constitution may be submitted in writing by any subordinate lodge of the Brotherhood, or any Grand Lodge officer. All such should be in the hands of the Grand Secretary and Treasurer by April 25th, 1907, and plainly marked "For the Committee on Constitution and General Rules."

The JOURNAL has offered several suggestions for the consideration of the membership, and which were calculated to bring certain features of the organization to a more up-to-date status, to provide the way for a lengthening of time between Conventions, without extending the time rejected claimants will have to wait for an adjustment of their insurance claims.

#### CHANGE OF TITLES.

The suggestion has been offered to change the titles of the officers as they now are, and bring them to more up-to-date ones. The present titles of the officers are not, strictly speaking, incorrect or inappropriate, but they apply particularly to organizations that first adopted them, whose objects were purely fraternal, and whose origin was based



on mythological, or biblical story, in which persons of unusual degree and title were given the leading parts.

It has been thought by several of our members that titles such as President, Assistant to President, Vice President, etc., would be more appropriate and business-like, if used in our organization, instead of the present ones which are all headed by the word "Grand."

#### NEW NAME FOR JOURNAL.

The change of name for the JOURNAL has been explained. The word—"Journal"—is not, strictly speaking, a proper name for our official publication. The word—"Magazine"—is more appropriate and covers the ground exactly. The term—"Journal"—applies to a record of daily events. The word—"Magazine"—applies particularly to monthly publications. To change the title to read, "The Railroad Trainman" looks more promising than either suggestion. From the advertiser's point of view, we are also advised that the latter title is much to be preferred.

#### INSURANCE.

The records of the past few years, since the insurance policies were raised, do not warrant anyone in recommending a change in the amount paid, unless there is a change made to increase the rate of monthly payments. The past year showed a difference of—\$14,000.00, in favor of the Beneficiary Fund.

Taking this figure as a basis for calculation, the impossibility of adding to the amounts paid on claims should be readily apparent. There have been some suggestions made as to what could be done in the way of adding to the insurance policies by taking necessary amounts from the General Fund. If any one of these suggestions were adopted, it would place the General Fund under the supervision of the Insurance Department of the several states, and the fund would be tied up in the insurance business to the extent that it might be impossible to use it for any other purpose. If this were the case, the organization might find itself seriously hampered in its operation.

#### FINANCIAL PROBLEMS.

There are certain to be the usual number of financial problems that will be offered in

good faith, but without careful regard to the results that will necessarily follow, if any one of them is adopted. To recommend a plan, with the absolute certainty that it is not self-sustaining, is hardly to be taken as good business. To attach the remaining cost to some other fund hampers that fund in its ability to take care of questions or needs that may arise, which should properly be taken care of by it.

The General Fund of the Brotherhood is the only fund that can be used for all purposes and, while it is in excellent condition, it must also be remembered that it is so because the organization has enjoyed a period of ten years of uninterrupted prosperity. It is not unfair to state that one year of poor business and two or three strikes, would demonstrate to our members how expensive these things can be.

#### SERVICE PRIOR TO ADMISSION.

Under the present law, an applicant for admission must have served at least one year in train or yard service. The principal reason advanced for maintaining this rule since the beginning of the Brotherhood, has been that a card of membership was an absolute certificate of the experience and fitness of the holder.

From the labor point of view, this is not absolutely correct. The organization makes contracts with railway companies, and it is absolutely necessary that it have a large working majority on each system to protect such contracts. If men are denied membership for one year, it is certain that a fair percentage of the employees will not be under the guidance of the organization.

Again, from experience, it seems hardly necessary to compel a man to work a year, allow him to accept all kinds of insurance offered, and then expect him to show a disposition to break into the Brotherhood at the end of the year. It is believed that if the term of preliminary service were shortened, the opportunity for getting new employees into the organization would be materially enhanced. Other organizations have seen the necessity for reducing this term of preliminary service, and it is believed that it is worth more than ordinary consideration to our organization.

**EXTENSION OF TIME BETWEEN CONVENTIONS.**

It is not a new thought to suggest that it is not necessary to hold Conventions every two years. The idea was introduced several years ago, but not seriously considered because the membership at the time felt that Conventions were necessary at least every two years.

At the present time, the enormous cost of the Convention (which will approximate very close to \$100,000.00 for 1907) has led very many of our members to believe that the time could be extended, and a proportionate amount of the cost saved to the organization. The matter is worth careful consideration.

If the period were made three years, instead of two, we would save the cost of one Convention every six years; if extended further, the cost, of course, would be proportionate. There was a time when it was felt necessary to hold a Convention every year. This gave way to the two-year plan, and it is not unreasonable to believe that a further extension might result profitably to the organization.

**REPRESENTATION.**

A number of plans have been offered for the reduction of Convention representation. The District Convention plan has been given the most attention, but the districting of the organization would not result satisfactorily to any of the lodges that did not have representatives at the Convention.

Proxy voting is never satisfactory. The organization had that experience, and, after two years of it, was very prompt to put it out of business. Any plan that contemplates the holding of several conventions, preparatory to holding a general Convention, does not promise much for economy.

It is believed that the present plan of representation is fair, and, while the body is large, it is better so, with a satisfactory understanding of all questions discussed to each lodge, than to cut down the representation, with the certainty that very few of the lodges would be personally informed of what was done by the Convention.

**DISALLOWED CLAIMS.**

Whether, or not, the period between Conventions is extended, it seems to be necessary to adopt some method whereby three or

four days' time of each Convention can be saved, that is now given over to a general consideration of rejected claims.

The claims that go to a Convention are first referred to a special committee, which goes over them very carefully, considers all of the evidence, and makes its report to the Convention proper. The fairness of the judgment of this committee is shown in the general acceptance of its report, which, with but few differences, is usually taken by the Convention.

Would it be out of place to elect a Board of Insurance, consisting of five members, who could meet annually at Grand Lodge headquarters, and take up, consider and decide all claims that are referred to it by the Beneficiary Board?

This commission in disposing of such claims could be given the same rights and powers as a general Convention, and could be made the final Board of Appeal. If this were done, disputed claims could be adjusted each year, instead of waiting the full period between Conventions. The cost to the organization would be slight as compared with the cost of four days' session of that body.

**INCREASED PAY FOR DELEGATES.**

The Grand Master has submitted a proposition to a vote of the lodges to change Sections 82 and 83, Constitution Grand Lodge, to the effect that the per diem and mileage of the delegates to the Atlanta Convention be increased from \$5.00 a day and 1½ cents per mile, traveled by the shortest rail and water routes, to \$6.00 a day and 2 cents a mile.

Before this change can be made, it will be necessary for two-thirds of all of the lodges to vote for it. This means that it will take an affirmative vote of 506 lodges, at this date, to change the law and compensation of delegates.

The cost of living has increased, and the delegates to Atlanta will find it so. Not that Atlanta will be worse than any other city, but it will not be below the average in the cost of living. The time is coming when the delegate with transportation over other lines than his own, will not be in the majority. It will be proper to provide

against that time by increasing the mileage rate to meet the cost of passenger mileage.

#### A CENTRALLY LOCATED CITY FOR CONVENTIONS.

The necessity for selecting a city centrally located for the holding of our future Conventions ought to be apparent to every member who will note the mileage made by the delegates attending the Atlanta Convention. The mileage will approximate something like 400,000 miles more than was made by the delegates attending the Buffalo Convention. The Rate Law and the restriction of free transportation will mean considerable additional expense to the delegates who cannot secure exchange transportation over lines other than their own.

The JOURNAL has no desire to name any city for future Conventions, but it does recommend a city easy of access to which the mileage will not be unduly excessive. It also advises that no one city be selected as a permanent place for holding conventions,

for the reason that it would tie up the organization as to its future in a way that might be taken advantage of.

It is also not out of place to suggest at this time that offers from any city made to our Convention, with a view to having the coming Convention meet in it, ought not to be considered. The Brotherhood of Railroad Trainmen is very thankful for any courtesies shown to it, but it is not dependent on anything of the kind, and as it always has had to meet all of its own expenses, regardless of what offers may have been made to it, it is believed that the time is now opportune to select the place for holding its next Convention, without deference to any propositions that may be made. To decide to take a future Convention to either one side of the country or the other, would result in an expense for mileage that can easily be overcome if a centrally located city is selected.

---

## The Many Injustices.

---

Railroad companies have played unfair with their train and engine men for so many years that they seem to have a notion that there is no limit to what they can impose upon them.

There are little officials, little describes them, too, who seem to take a peculiar satisfaction in doing things that are certain to get the men in trouble of some kind and then sit back and let them make good.

There is one very prolific cause for complaint that has been added to by the unconcern of yard masters who compel incoming trains to wait on crossings while they switch other trains. It is not always necessary to do this, but it is more convenient for the yard master.

Every town of size has its ordinances regulating traffic within its corporation limits, and among them are to be found certain fines and penalties for blocking crossings. When a train is held in yard limits it is pretty sure to mean the blocking of several crossings with the interference of the city authorities.

A train of sixty cars will stretch across several crossings in a city where streets are close together. A train of this size reaches close to three-fourths of a mile. The cutting must be done from the rear of of the train and the hind man, or conductor, must do this work. It takes time and long before the last one is cut, the police are on hand to arrest the conductor and fine him for blocking the crossing.

To obey rules and regulations, which means that every hose must be cut by hand and every cut section hand braked, takes time, more than the usual five minutes allotted by ordinance and the conductor is in for a fine or imprisonment for something he cannot help.

It has been the custom on several roads we have heard from to make the conductor stand for the fine while the official who forced him to disobey the law laughed at his predicament. In one instance in mind the conductor refused to pay the fine and went to jail, but his company ordered him to pay the fine or quit.

There is another cause for complaint in a practice certain trouble making officials have in holding back time that has been turned in according to agreement. We have one instance where the officer took it as a personal grievance when the men received an advance in wages and on his order the men had their wages held back for as much as five days in one month. The matter was corrected when taken to the superintendent, but the smart Alec was not disturbed.

These are instances of "discipline" of this

character that railroad organizations have fought and they have not fought them as hard as they should by any means for when an employee gets into trouble because of the acts of his superiors he ought not to stand for one iota of the results.

The unfair practices have been the outgrowth of the disposition of the men to act conservatively and fairly with their employers and the latter have taken advantage of their fairness. It is to be hoped the limit has been reached and that common concern will make common cause.

---

## Canadian Legislation.

---

Legislation that is now before the Canadian Parliament which is receiving strong opposition from the railway organizations and is known as "An act for the prevention and settlement of strikes in public utilities," is herewith discussed by Brother J. Harvey Hall, our Canadian Legislative Representative.

The reason given by the government for introducing this legislation was the prolonged strike of the coal miners at Lethbridge during the latter part of 1906. The government claim that the public are demanding legislation of this nature and on the first introduction of the bill its title was "An Act for the Prevention and Settlement of Strikes in Coal Mines," but on the second reading of the bill was changed to include all public utilities, and it was not until about January 10th that the railway men had any knowledge as to their being included in the bill. The opposition to the bill by the railway men, to my mind, is justified because I believe that if the bill is made law that very serious inconvenience and damage will be the result in so far as the principles of negotiation and dealing between the railway organizations and the railway officials are concerned; notwithstanding this fact, however, the bill has some supporters amongst the labor organizations. The president of the Dominion Trades and Labor Congress, who is a member of the House, has spoken in favor of the principle of the bill and is supporting it,

but, I cannot understand what excuse he has for doing so. In order that a more general knowledge of its provisions should be gained we will first consider Clause 57, which is the principle clause of the bill, and it reads as follows:

"It shall be unlawful for any employer to declare or cause a lockout or for any employee to go on strike on account of any dispute prior to a conference of such dispute to a Board of Conciliation and Investigation, or during the pendency of any proceedings in relation to such dispute before a board under the provisions of this Act: Provided that nothing in this section shall prohibit the suspension or discontinuance of any industry or of the working of any persons therein for any cause not constituting a lockout or strike."

Section 60, which is the penalty clause for a breach of 57, reads as follows:

"Any employee who goes on strike contrary to the provisions of this Act shall be liable to a fine of not less than \$10, nor more than \$50, for each day or part of a day that such employee is on strike."

Section 15 of the Act sets out the procedure under which the application shall be made and reads as follows:

(1) "The application shall be in writing and in the prescribed form, and shall be in substance a request to the Minister to appoint a board to which the existing dispute may be referred under the provisions of this Act."

(2) The application shall be accompanied by—A statement setting forth—(1) The parties to the dispute: (2) The nature and cause of the dispute, including any claims or demands made by either party upon the other, to which exception is taken: (3) An approximate estimate of the number of persons affected or likely to be affected by the dispute: (4) The efforts made by the parties themselves to adjust the dispute and

(3) A sworn declaration setting forth that, failing an adjustment of the dispute or a reference thereof by the Minister to a Board of Conciliation and Investigation under the Act, a lockout or strike, as the case may be, will be declared, and that the necessary authority to declare such a lockout or strike had been obtained."

By reference to Section No. 6 of the Act we find further that application being made the Minister has thirty days from that date at which the application is received to establish the board. Now, let us consider just what this means to the railway organizations. You have negotiated with your company up to the point of a final disagreement. You are compelled then to make application to the Minister to establish the Board of Investigation and Conciliation giving a copy of such notice to the company. The Minister has thirty days, under Section 6, to establish this board, and under Section 57 of the Act it is unlawful for you to go on strike until the board has made its report and the same has been published in the *Gazette*. The time occupied in making your application, the establishing of the board and the making of the enquiry and the report of the board, on a road we will say like the Canadian Pacific Railway, might take three, four, five or six months. During all this time your hands are tied and it is utterly impossible for an organization to enforce its demands through the force of its organization, what would be the result of that? In the first place would it not have a tendency to destroy and effect that principle of collective bargaining and negotiation that the railway organizations have brought to such a high standard, and have been so successful that a strike is almost unknown to the railway organizations in Canada. The very fact of the railway companies knowing that there was a stopblock,

or in other words the provisions of the law would prevent anything being done until after the Act had been applied they would be very liable to be more arbitrary in their negotiation of the differences between the men and themselves than they would be under present conditions. And is it not just possible that in the time intervening between the application and the report of the board that the company would surround itself with those moral degenerates known as strike breakers, to such an extent that even if an organization attempted to enforce its demands there would be a greater possibility of defeat than under present conditions.

Of course Section 58 of the Act is supposed to prevent anything of that nature occurring. This clause reads in this way:

"In every case where a dispute has been referred to a board, until the dispute has been finally dealt with by the board, neither of the parties nor the employees effected shall, on account of the dispute, do or be concerned in doing, directly or indirectly, anything in the nature of a lockout or strike or a suspension or discontinuance of employment or work, but the relationship of employer and employee shall continue uninterrupted by the dispute, or anything arising out of the dispute; but if, in the opinion of the board, either party uses this or any other provision of this Act for the purpose of unjustly maintaining a given condition of affairs through delay, and the board so reports to the Minister, such party shall be guilty of an offense and liable to the same penalties as are imposed for a violation of the next preceeding section."

And this penalty reads as follows:

"Any employer declaring or causing a lockout contray to the provisions of the Act shall be liable to a fine of not less than \$100, nor more than \$1,000, for each day or part of a day that such lockout exists."

You can readily see by interpreting that it means very little so far as the employer is concerned and it would be almost impossible to prosecute, or prove that there had been a breach of the law in employing strike breakers to take the places of the men in case of a dispute, notwithstanding the fact that they may have done so, and for this very reason I am surprised that the bill

should have any supporters from labor organizations. Exception has been taken by several members of the House to my circular issued to the organizations, wherein I stated that this was the second step made by the present government towards compulsory arbitration. I cannot see wherein that exception is well founded because in 1902 Sir William Mulock introduced a compulsory arbitration bill and, although this is not compulsory arbitration, it is bordering so close on the principle that I believe that the bill would work greater disadvantages than even if we had compulsory arbitration.

The railway men make this further objection to the bill that it interferes with their rights as citizens. We claim under the British constitution that every man stands on the same level and is subject to the same laws of citizenship. We look upon this as class legislation created to restrict and interfere with our rights as free men, and we say further that the government has no excuse in bringing us under

such restrictive legislation and taking the Minister's own word for it. On the introduction of his bill, when asked why he did not include railways, said they were already legislated for in the Railway Labor Disputes Settlement Act of 1903, which had proven so satisfactory that there had not been a strike in Canada since it was placed upon the statute books.

The bill has been considered in committee with the exception of the clauses which will effect the railway men. The government waiting a reply from me to a proposition made by the Minister which in effect was to exempt us from the bill and amend the Railway Labor Disputes Act to put us under the same restrictions as the bill under discussion. This proposition has been declined.

Let me say in conclusion, give close scrutiny to the actions of your member. See whether he votes for or against you.

Yours fraternally,

J. HARVEY HALL,  
Legislative Representative.

---

## The Supreme Court Decides The Schlemmer Case.

---

On March 4th, the Supreme Court of the United States reversed the decision of the courts of Pennsylvania, in the appeal of Catherine Schlemmer vs. the Buffalo, Rochester and Pittsburg Railway Company.

Mrs. Schlemmer sued in the State Courts of Pennsylvania to recover damages for the killing of her husband, who was a brakeman in the employ of that company. He was killed while endeavoring, under orders, to couple together a steam shovel and a caboose. To couple them, it was necessary for Schlemmer to go between the ends of the cars and under them, below the level of the platforms.

Through no fault of his own, he failed to make the coupling. The cars came together crushing his head and instantly killing him. The steam shovel was equipped

with an iron bar instead of an automatic coupler. In order to couple the steam shovel to the caboose, it was necessary for Schlemmer to get down under the caboose, hold up the coupling bar and make the coupling, or sustain almost certain injury and death.

In obedience to orders, he undertook to perform this work, failed to make the coupling, and was killed. The Pennsylvania courts decided that his death was caused by his own negligence, and, regardless of the Automatic Safety Appliance Law, nonsuited the case. The matter was brought to the attention of the Brotherhood of Railroad Trainmen, and an appropriation made by it to carry the case to the Supreme Court of the United States. In rendering its decision, the Supreme Court of the United States made some very important

rulings concerning the construction and applications of certain sections of the Safety Appliance Laws.

In the Pennsylvania courts, the trial judge directed the jury to return a verdict for the defendant railway company, on the ground that the Safety Appliance Laws in question had no application to the case, or that if they did, Schlemmer had been guilty of contributory negligence, which would bar him from making a recovery, because while making the coupling he had raised up his head too high, though warned by the yard conductor, who was superintending the making up of the train, to keep it down. This ruling on appeal was affirmed by the Supreme Court of Pennsylvania, although it was urged in that court, as it had been in the trial court, that the injury which Schlemmer suffered was a risk incident to the coupling of cars not fitted with automatic couplings, and the Federal Safety Appliance Laws expressly declared that a railway employee who was injured by any such car when used in interstate commerce should not be deemed to have assumed such risks.

Mr. Justice Holmes delivered the majority opinion of the United States Supreme Court. The court decided that the assumption of risk and contributory negligence were so closely merged that, in the broad sense, assumption of risk shaded into negligence, and as commonly understood—"Negligence consists in conduct, which common experience, or the special knowledge of the actor, shows to be so likely to produce the result complained of, under the circumstances known to the actor, that he is held answerable for that result, although it was not certain, intended, or foreseen."

The decision declared that "the object of the law was to protect the lives and limbs of railroad employees, by rendering it unnecessary for a man operating the couplers to go between the ends of the cars." The court held that these conditions applied to steam shovel cars, as well as to locomotives, and held that the words "Used in moving interstate traffic" should not be taken in a narrow sense.

Section 8 of the act was held to mean that any employee injured by any car in use, contrary to the provisions of the act, shall

not be deemed to have assumed the risk thereby occasioned, although continuing in the employment of the carrier after the unlawful use had been brought to his knowledge. The questions of contract, assumption of risk and contributory negligence were not given credence by the court, which held that the statute was intended to protect the employe from the use of dangerous machinery.

The court further decided that "apart from the notion of contract, which is rather shadowy as applied to this broad form of the latter conception, the practical difference of the two ideas is in the degree of their proximity to the particular harm. The preliminary conduct of getting into the dangerous employment or relation is said to be accompanied by assumption of risk. The act more immediately leading to a specific accident is called negligent. But, the difference between the two is one of degree rather than of kind; and when a statute exonerates a servant from the former, if at the same time it leaves the defense of contributory negligence still open to the master, a matter upon which we express no opinion, then, unless great care be taken, the servant's rights will be sacrificed by simply charging him with assumption of risk under another name. Especially is this true in Pennsylvania, where some cases, at least, seem to have treated assumption of risk and negligence as convertible terms.

*Patterson vs. Pittsburg and Connellsville Railroad Company*, 76 Penn. St. 389. We cannot help thinking that this has happened in the present case, as well as that the ruling upon Schlemmer's negligence was so involved with and dependent upon erroneous views of the statute that if the judgment stood, the statute would suffer a wound.

To recur for a moment to the facts, the only ground if any, on which Schlemmer could be charged with negligence is that when he was between the tracks he was twice warned by the yard conductor to keep his head down. It is true that he had a stick, which the rules of the company required to be used in coupling, but it could not have been used in this case, or at least the contrary could not be and was not assumed for the purpose of directing a non-suit.

It was necessary for him to get between the rails and under the shovel car as he did, and his orders contemplated that he should do so. But the opinion of the trial judge, to which, as has been seen, the Supreme Court refers, did not put the decision on the fact of warning alone. On the contrary, it began with a statement that an employee takes the risk even of unusual dangers if he has notice of them. Then it went on to say that the deceased attempted to make the coupling with a full knowledge of the danger, and to imply that the defendant was guilty of negligence in using the arrangement which it used. It then decided in terms that the shovel car was not a car within the meaning of Section 2. Only after these preliminaries did it say that, were the law otherwise, the deceased was guilty of contributory negligence, leaving it somewhat uncertain what the negligence was.

It seems to us not extravagant to say that the final ruling was so implicated with the earlier errors that on that ground alone, the judgment should not be allowed to stand. We are clearly of opinion that Schlemmer's rights were in no way impaired by his getting between the rails and attempting to couple the cars. So far, he was saved by the provision that he did not assume the risk. The negligence, if any, came later. We doubt if this was the opinion of the court below. But suppose the non-suit has been put clearly and in terms on Schlemmer's raising his head too high after he had been warned. Still, we could not avoid dealing with the case, because it still would be our duty to see that his privilege against being held to have assumed the risk of the situation should not be impaired by holding the same thing under another name. If a man not intent on suicide, but desiring to live, is said to be chargeable with negligence as matter of law, when he miscalculates the height of the car behind him by an inch, while his duty requires him, in his crouching position, to direct a heavy draw-bar, moving above him into a small slot in front, and this in the dusk, at nearly nine of an August evening, it is utterly impossible for us to interpret this ruling as not, however unconsciously, introducing the notion that to some extent the man had

taken the risk of the danger by being in the place at all.

But whatever may have been the meaning of the local courts, we are of opinion that the possibility of such a minute miscalculation, under such circumstances, whatever it may be called, was so inevitably and clearly attached to the risk which Schlemmer did not assume, that to enforce the statute requires that the judgment should be reversed." It was reversed.

The case is now remanded for new trial, under the Safety Appliance Laws, with the alleged contributory negligence eliminated from the question. In this decision, the United States Supreme Court has very much strengthened the Safety Appliance Law, and has defined more explicitly than ever before the difference between the assumption of risk and contributory negligence.

The effect on other courts ought to be apparent in their decisions, for with the ruling of the United States Supreme Court on cases of this character, there seems to be nothing but delay, if a State Court sets an injury case aside on the ground of contributory negligence, when such negligence cannot properly be so termed, and where injury is incurred in obeying the orders of a superior employee.

This case was brought to the attention of the Honorable Edward A. Moseley, Secretary Interstate Commerce Commission, by Brother Hugh R. Fuller, the National Legislative Representative of the railroad organizations. The Brotherhood of Railroad Trainmen furnished the funds for printing the record and briefs, while Mr. Moseley secured the services of Mr. Frederick D. McKenney and Mr. Luther M. Walter to assist him in the presentation of the case before the Supreme Court. The case was argued by the two latter, some time ago, and on March 4th the decision as herein quoted was given, and the case remanded for a new trial.

It is unnecessary to say that the Brotherhood of Railroad Trainmen very much appreciates the friendly and capable assistance given to the case by Mr. Moseley. The decision can be taken with a great deal of satisfaction by every man who is engaged in the transportation service of our railways.



## Another Donation For The Child Toilers.

It will be interesting to the thousands of child workers in the United States to know that their oft time benefactor, Mr. Rockefeller, is getting ready to hand out another bunch of millions for their educational benefit. That is, provided, they get enough education and money themselves to allow them to participate in the benefits of the so-styled "higher" education.

It must make every breaker boy's heart thump against his little ribs to know that from the excessive wealth that Mr. Rockefeller has accumulated he is going to devote so many millions for the defense and maintenance of higher education. The girls and boys in the mills, the steel workers and mine workers, even the sweat shop workers doing their daily toil that brings them forty cents a week, can lift their voices in songs of praise and raise their eyes to high heaven through the murky gloom of the kerosene lamp and be grateful that so mighty an influence is raised in their behalf.

Mr. Rockefeller has modestly protested that he is not giving so much. If the amount were divided in wages among the workmen in his mines, factories and other industries there would be greater opportunity for the masses of children to get something of a practical education that would get them out of the rut of ignorance to which the low wages of their fathers has condemned them.

Mr. Rockefeller recently gave \$32,000,000 to the cause of higher education, that is, he gave interest bearing securities to that amount, and the gift was followed by a raise in oil prices that was the greatest ever loaded on the customer. He must have got his donation back for we are advised that once more he will donate to the cause of the downtrodden rich who can send their sons and daughters to high class colleges and universities where the doctrine of the rights of man will not interfere with the life time teaching of the doctrine of the superiority of wealth.

This money will not wander into forbidden paths where professors of economics tell the truth of the rise of great and sod-

den fortunes at the expense of the working classes. It will go to such communities as that presided over by Chancellor Day, whose chief work is to laud the trusts, those great brain aggregations, that offer work to muscular but brainless humanity not blessed by having been taken into partnership with Providence.

Do not lose sight of the fact that the interest bearing securities must maintain their earning power or the community having been blessed with a share of the donation will suffer. This means common cause between such communities and the Standard Oil against whatever pressure may be brought to bear to regulate the powers of this corporation. It is an insurance against popular opinion that demands fair treatment from the great corporations.

There is no fish too small for Mr. Rockefeller's net. His great corporation will pursue just as mercilessly the poor devil who is trying to make a living with his little wagon selling oil for an independent concern as he will a rival corporation. Not so long ago the Standard Oil drivers asked for more wages and showed that the amount received gave no opportunity on earth for an education for their children. They could not feed and clothe them on their \$2.00 a day, but the Standard threatened them with displacement and pointed to the hordes of foreign workmen who would jump at the chance to "better their condition," and the drivers went back to work.

Every great corporation in this country pays tribute to the Standard in some way or another and every railroad employe, therefore, is made indirectly a burden bearer of the Standard load, for he must earn for his corporation sufficient to meet the Standard demands before his wages can be considered.

This is the story of millions taken from the earnings of the toilers, given to institutions to which the workmen and their children can never enter or enjoy the benefits therefrom. It means the continued practice of giving the advantages to those who do not need them.

# NOTES

WANTED.—To know the address of Arthur Baugh; his mother is very anxious to hear from him. Address H. M. Chitwood, Station A, Somerset, Ky.

\* \* \*

ANYONE knowing the whereabouts of H. L. Flower will please notify G. F. Brissey, 1 E. Front street, Spokane, Wash. Last heard from in Oakland, Cal.

\* \* \*

WANTED.—The address of J. F. Buffington, a member of Lodge No. 318; last heard from at Cochran, Ind. Address C. D. Parker, Secretary Lodge No. 318.

\* \* \*

WANTED.—To know the whereabouts of Frank Moore; last heard from at Montevideo, Minn. Address H. S. Wright, c. o. Omaha House, Norfolk Junction, Nebr.

\* \* \*

WANTED.—To know the whereabouts of F. H. Walah, who worked on the I. & G. N. at Mart, Texas, in December 1906. Address A. J. Carney, Big Springs, Texas.

\* \* \*

WANTED.—The address of Brother Joe B. King, formerly of Lodge No. 166. Last heard of was working out of Salt Lake. Address H. C. King, Sapulpa, Ind. Ter.

\* \* \*

WANTED.—The address of J. C. Wilson. Last heard from at Monclova; also Red Payne, last heard from at Mexico City. Address G. O. Capwell, Lodge No. 430.

\* \* \*

SAN FRANCISCO, CAL.—The JOURNAL is advised that employment can be given a number of men at San Francisco, Cal. Address Brother C. C. Weickman, 1720 9th street, Oakland, Cal.

\* \* \*

WANTED.—To know the address of Brother Mike Daley. Last heard from at East St. Louis, Ill., in 1905; working for the Bridge Terminal Co. Address Samuel Durant, Blackstone, Mass. Master Lodge No. 390.

\* \* \*

WANTED.—Peter Homelsen, formerly of Lodge No. 180, at Portland, Ore., and up to April 1st, 1906, a member of Lodge No. 197 at Seattle, Wash., to write to his brother, P. J. Homelsen, 3958 High street, Denver, Colo.

\* \* \*

WANTED.—To know the whereabouts of Charlie Roosa. Last heard from at Detroit, Mich. He is sixteen years old, about five feet, slender, dark brown eyes and hair. Address Herman Roosa, No. 149 Greenkill avenue, Kingston, N. Y.

WANTED.—T. G. Davidson, formerly a member of Lodge No. 198, last heard from in El Paso, Texas, about a year ago, to communicate with W. J. Davidson, 756 State street, San Diego, Cal., or D. F. Smith, 125 E. Market street, Indianapolis, Ind.

\* \* \*

WANTED.—To know the whereabouts of Thomas F. O'Hara, who joined the Brotherhood about seven years ago, at Pitcairn yards. Last heard from about six years ago, while working at Bessemer, Colo. Address his sister Marguerite O'Hara, Wilmerding, Pa.

\* \* \*

## IDEALS OF THE LABOR MOVEMENT.

Copies of this book can be procured from Miss Anna E. Nichols, Neighborhood House, Chicago, Ill. Ten cents per copy. There are many things in this little pamphlet that are of interest to everyone who works for wages.

\* \* \*

WANTED.—To know the whereabouts of F. I. Moore, formerly a member of Lodge No. 4, Chicago, Ill. On account of his father's death, December 31st, 1906, he is very much needed at home to help settle the estate. Address H. Moore, 5739 Union avenue, Chicago, Ill.

\* \* \*

WANTED.—To know the whereabouts of M. R. Miller, Jr. His father, M. R. Miller, of Division No. 14 O. R. C., Cleveland, Ohio, is stranded in Danville, Ill., and wants him to assist him. He is in need, away from home, and among strangers. Address M. R. Miller, Sr., c. o. R. R. Y. M. C. A., Danville, Ill.

\* \* \*

WANTED.—The address of Henry J. Clark, a railroad brakeman, a member of Lodge No. 583. He has been gone from home for nine weeks. Last heard from the latter part of February. He was then employed on the Wabash R. R., Decatur, Ill. Address Mrs. Henry J. Clark, 225 South State street, Indianapolis, Ind.

\* \* \*

WANTED.—To know the whereabouts of Martin Cavan. When last heard from he was working in Pueblo, Colo. He also worked in Conway, on the Pennsylvania R. R. His family is very anxious to hear from him, as several have died since he was last heard from, and he is wanted home on important business. Address John Cavan, 87 Bowman street, Wilkesbarre, Pa.

\* \* \*

CHICAGO, OHIO.—Our General Committee has been to Baltimore, and returned after a month's visiting, with the result that our salaries have been increased something better than 10 per cent.

Following this increase in wages; all of the business firms in the city have increased everything that our people have to purchase, so that by the time all of them get through with us we are no better off than before the committee went down.

IRA VAN BUREN.

### WE HAVE A NUMBER OF THESE.

MINNEAPOLIS, MINN.—I received a Webb C. Ball B. R. T. watch, and am certainly very proud of the same. I am sure more of the boys will take an interest in the subscription work when they see what a dandy watch it is. Thanking you very much for the same, I remain,

Fraternally yours,

C. W. STRAUB, Lodge No. 512.

\* \* \*

PITTSBURG, PA.—Lodge No. 7 has a large membership, and is adding to it at almost every meeting. Since the last increase was received by our members, we have had to work extra to take care of the applications. We have the usual number who do not attend meetings, and depend upon their brothers who do to keep them advised about what is going on. I think the most of them could spare the time to be with us occasionally, if they would make the effort.

J. J. MURPHY, Lodge No. 7.

\* \* \*

### ADVERTISING CIRCULARS.

The JOURNAL receives very many requests from business firms doing a mail order business, asking for a copy of the JOURNAL containing the Directory. This is undoubtedly to be used in sending out circulars to the officers of the different lodges. Unless the circular received is from an advertiser in THE RAILROAD TRAINMEN'S JOURNAL, please pay no attention to it. Circulars received from non-advertisers in the JOURNAL do not deserve attention.

\* \* \*

JACKSON, TENN.—Brother Harry Adams, of Lodge No. 577, has been working on the M. & O., and through his efforts a nice class of applicants has been brought to our lodge.

We are very glad to say that conditions on the M. & O. are getting to be much better, and the effects of the strike have about entirely disappeared. Lodge No. 216 is the banner lodge of Tennessee, and we are very anxious that it become the banner lodge of the South.

ARTHUR H. MERRITT.

\* \* \*

OAKLAND, CAL.—Lodge No. 71 is admitting new members at every meeting, regardless of the fact that the Switchmen's Union has started a lodge here. The members of Lodge No. 71 are not idle, and we do not expect that the Switchmen's Union will get very many of our members. There are a few that we have not tried, and which may flock to the other standard.

Lodge No. 71 is always ready and anxious to get all of the eligible members who are desirous. There is plenty of work to be had on the Coast in the yards and on the road, and it is pretty safe to promise employment to anyone who desires it.

H. S. FOWLER.

WASHINGTON, D. C.—Lodge No. 484 is gaining in membership, and its meetings are well attended. We are having a great deal of illness among our members, but it is all very nicely taken care of by the proper committee.

On February 20th, we had a very pleasant entertainment after our regular meeting, at which we were entertained with recitations, instrumental and vocal solos and addresses by the members, which made up a very pleasant social hour.

A cordial invitation is extended to all visitors to attend meetings.

H. T. IRELAND.

\* \* \*

ALLANDALE, ONT.—Lodge No. 377 is getting on splendidly. All of the men on our division are working hard, for business has been very good. A number of our members have been promoted, but they still stay with the B. R. T.

We have the usual objection in that a number do not attend lodge as often as they might. There are too many who have the usual excuse for not doing so. We have a good set of officers, and if our members will do their part, we will surely have a successful year.

The Ladies' Auxiliary recently held a very successful entertainment, which has encouraged them and us as well.

W. F. McMORRAN.

\* \* \*

### THE NEW WATER PROOF CLOTHING.

"Rainco," the new water proof clothing, was the sensation of the year. Many railroad employes, letter carriers and hundreds of others bought and approved it in the strongest terms.

It has absolutely water proof qualities, lightness, cleanliness, pliability, comfort and the fact that it won't stick or gum under any circumstances and that the manufacturers guaranteed all the above conditions, placed it away in the van among Water Proof garments.

Our readers will find the advertisement of the manufacturer, E. A. Armstrong Manufacturing Company, on another page of this issue and we urge every one to give it careful consideration.

\* \* \*

HANDLEY, W. VA.—Our General Committee for the C. & O. system has returned with an increase of 30 cents per day for conductors, and 25 cents for brakemen. The boys are very well satisfied over the result of the work of the committee.

Our lodge is admitting new members at almost every meeting, and they seem to be very ready to come to us, as soon as they have been here the required time. We have a good set of officers, who are doing everything they can to advance the interests of the lodge. Our members are taking more interest in its affairs than they have for some time, and the future, therefore, looks very promising.

J. R. BELCHER.

\* \* \*

ROTTERDAM JUNCTION, N. Y.—I hope the members of Lodge No. 300 will pay some attention to attending the regular meetings of the lodge, and keep themselves informed as to what is going on. I do not mean to say that all of them are negligent in this matter, but the majority are.

Wearing a fraternity emblem is not all of membership, and many of our members ought to understand by this time that their objections to what

has been done should be aired in the lodge room rather than elsewhere.

We always have interesting meetings, because of the admissions, and no one can say that the meetings are tiresome. I trust that we will have better attendance.

W. H. MCCARTHY, Lodge No. 300.

\* \* \*

LA CROSSE, WIS.—On and after April 1st, Gateway City Lodge No. 176 will meet in the afternoon at 2 o'clock sharp, instead of mornings. We think and hope this will be more satisfactory to our members, and give some of our brothers who have had the excuse of not being able to get around in the morning a chance to show themselves in the lodge room.

Applications are coming in at every meeting, and how different it looks to a candidate when he sees a good attendance. It helps things along in general. You know how; so come out and give us a hand.

JOURNAL AGENT, Lodge No. 176.

\* \* \*

CHILLICOTHE, OHIO.—Everyone is looking hopefully toward the future for the adjustment of wages for the train service employees on the B. & O. Southwestern. The B. of L. E. has adjusted its troubles; the Firemen are in a fair way to do so, and our committee will follow.

Lodge No. 243 is adding to its membership list at every meeting, and there are a number who are very anxious to become members of the organization, but they have not been in service the required time. I trust they will be as good workers for the organization after they get into it as they are anxious to get in.

FINANCIER, Lodge No. 243.

\* \* \*

SYRACUSE, N. Y.—Lodge No. 230 is adding to its membership at every meeting, and the majority of admissions come from the yard service. Everyone appreciates the danger and long hours incident to yard service, and it is believed will not object to the idea that eight hours is long enough for this class of employees to work. The employees in offices and shops work eight hours, and it seems to me that a man in yard employment is entitled to as short a work day as these classes of employees.

The members are advised to carry applications with them, and whenever the opportunity occurs, ask the non-member to fill out an application, and get into the organization that has done so much for him.

JOURNAL AGENT, Lodge No. 230.

\* \* \*

DES MOINES, IOWA.—Lodge No. 602 is six years old, and has one hundred and forty members. I think the lodges ought to thoroughly instruct their delegate to the Convention. Let him know what measures are desired by the lodge, so that he can present his ideas in a concise and definite manner, and, at the same time, allow the rest of the delegates to understand what legislation is favored by his lodge.

I believe Cleveland, Ohio, would make a good place for future Conventions. I am in favor of a different plan of representation. If the plan of representation adopted by the United States Gov-

ernment is a good one, why would it not do for us? Another thing that might be remembered is the question of unnecessary expense from cellar to garret.

GEO. C. BROWN.

\* \* \*

ALBANY, N. Y.—Your letter of February 28th has been received by me, relative to the watch sent me for getting the subscribers to The RAILROAD TRAINMEN'S JOURNAL. This watch has reached me evidently in the best possible condition, and it is needless to say that I will be only too pleased (as well as proud) to show it to anybody who would appreciate a look at a first-class beautiful watch.

It is certainly a beauty, and while my physical condition was such as to make it quite a task to get around to get the 75 subscribers, I am so taken up with the watch you sent me that with a little outside help toward getting 75 more subscribers, I am going to try for another watch.

Thanking you, I am, Sincerely yours,

WM BOZLER, Lodge No. 565.

\* \* \*

RICHMOND, VA.—Lodge No. 634 has a good membership, and is adding to it at almost every meeting. The indications are that we will continue to admit members for some time to come.

Our officers are of the very best, and are doing all that could be expected of them. Our committee has returned, with a nice increase in wages and a betterment in working conditions, so that our contract is the best one that has ever been secured on the A. C. L.

Business is very good; we are running fourteen crews on the Richmond Division, and expect to make it twenty-five in a few weeks. In summer, we run thirty-five cars to a train. In the early spring, we run eight or ten express cars to a train. You can imagine what we can do with these trains if the Train Dispatcher will only let us do it.

J. G. EVANS, Lodge No. 634.

\* \* \*

### LOST!

The following articles herein mentioned as lost, if found, will please be returned to the Financier of the lodge of which the loser is a member:

R. H. King, Lodge No. 575, pocketbook containing February and March receipts. March receipt filled out for secret work. Also annual pass on Pennsylvania Southwest System, baggage car pass, and sixty dollars in money. Was lost in Cincinnati, Ohio.

R. E. Montgomery, Lodge No. 577, pocketbook containing money, letters, receipts and traveling card.

Lewis Kreider, Lodge No. 128, had stolen one suit of black clothes, with name in pocket; four years' receipts, pocketbook bearing name and number of lodge.

E. L. Trimble, Lodge No. 370, receipt case, containing receipts and valuable papers.

Sam Ludwig, Lodge No. 132, receipts, book of rules and letters.

E. J. Emerson, Lodge No. 107, receipts from March 1903 to June 1905, and Lodge No. 78, from July 1905 to April 1907.

## Business Subscribers Received For March

Under this head the JOURNAL will print once the name, business and business address of each business firm, or, of each person in business for himself, or, representing a business firm as its agent who subscribes for one year. The idea is to inform our readers who among their businessmen have subscribed and to recommend to them the fairness of giving their patronage to those who have patronized the JOURNAL.

### HOUSTON, TEXAS.

Received from L. C. Hennessy, Lodge No. 284:  
A. R. Anderson, Sheriff.  
A. J. Harvers, care F. W. Heightman Co., Heavy Hauling.  
Jim Oliver, Switch Cafe, Liberty and Walnut.  
H. Rolke, All Day Market, 1508 Washington.  
H. S. Taylor, Groceries and Feed, 1810 Fulton.  
E. Malavansos, Cafe, 902 Congress.  
Teasdale & Co., Pearl Bar, 415 Travis.  
Rouse & Anderson, Druggists, 401 Main.  
Gorman & McLaughan, Pawn Brokers, 910 Prairie avenue.  
Wheeler & Walsh, Cafe, 1108 Preston avenue.  
W. A. Moore, Tailor, 312 Fannin street.  
E. L. Benson & Co., Jewelers and Brokers, 306 Main.  
Moschart & Keller, Carriage Makers, 1304 Franklin avenue.  
Johnson Bros., Livery and Boarding Stables, 1211 Preston avenue.  
O. L. White, Houston Trunk Factory, 511 Main.  
C. S. Crooks, Juice of the Grape, 216 Main.  
E. Drouet, Dealer in Live Stock, 209 Main.  
C. Hummel, American Tailor, 413 Milam.  
Minor & Co., Tailors, 515 Main.  
E. L. Clark, Proprietor Cabinet Bar, 416 Main.  
A. R. Miller, County Tax Assessor, Court House.  
H. Albright, District Clerk, 2119 Crawford.  
J. Currey, Groceries, 1401 Washington.  
D. Goodman, Cafe, 901 Washington.  
Houston Paint Co., 701-703 Fannin.  
Lovejoy & Parker, Attorneys, Bentz Building.

### DUBUQUE, IOWA.

Received from E. Lane, Lodge No. 581:  
F. D. Praudy, Grand Opera House Buffet, 801 Iowa.  
J. Heim, Hotel, 3242 Couler avenue.  
G. J. Hayes, Retail Grocer, 26th and Jackson.  
G. A. Pfiffner, Groceries, Wines and Cigars, 25th and Jackson.  
Bott Bros., Shoes, 640 Main.  
Hub Clothing Co., Union Made Clothing, 520 and 522 Main.  
Dubuque Brewing & Malting Co., 37th and Jackson.  
National Clothing Co., Clothing and Furnishings, Sixth and Main.

### PHILADELPHIA, PA.

Received from H. F. Vollmer, Lodge No. 482:  
E. Irwin, Meat Market, southwest corner G street and Allegheny avenue.  
J. C. Handel, Druggist, northeast corner G and Westmoreland,

### CHESTER, PA.

Received from W. A. Sill, Lodge No. 732:  
W. Warner, Barber, 2300 W. Third.  
H. C. Watson, Blacksmith, 1017 W. Eighth.

### MINNESOTA.

Received from W. L. Gatrell, Lodge No. 339:

### TWO HARBORS.

John Story, Restaurant.  
W. Elfstrand, Druggist.  
Ernst Strand, Barber, First street.  
Alex. Gravelle, Hotel.  
J. D. Budd, Budd's Hospital.  
Warren & Finn, Commercial Exchange.  
Emil Nelson, Sheriff.  
T. J. Brown, Barber and Undertaker.

### ELY.

Jno. Glode, Exchange Hotel.  
A. J. Feuske, Hardware.  
Vail Clothing Co.

### CHAMBERSBURG, PA.

Received from H. E. Ritter, Lodge No. 736:  
Pen Mar Grocery Co., Center Square.  
J. W. Rearick & Co., N. Main.  
Eyster & Snyder, 70 N. Main.

### NEBRASKA.

Received from G. H. White, Lodge No. 134:

### ELM CREEK.

R. D. Garrison, Banker.

### GRAND ISLAND.

Dr. B. R. McGrath, Physician, 121 W. Third.

### JERSEY SHORE, PA.

Received from John M. Bricker, Lodge No. 344:  
Max Mamolen, Boots, Shoes and Rubbers, Main street.  
W. P. Smith, Photographer, Broad and Allegheny.

### CEDAR RAPIDS, IOWA.

Received from H. M. Clark, Lodge No. 56:  
Dr. A. B. Poore, Second avenue, E.

### EASTON, Pa.

Received from J. S. Van Sickle, Lodge No. 2:  
Atlantic & Pacific Tea Co., 352 Northampton.  
G. D. Hurlock & Co., Mining Investments, Drake Bldg.  
O. Hays, Restaurant and Cafe, 50 Center Sq.  
Dr. F. L. Clark, Dentist, 500 First Nat'l, Bk. Bldg.  
The Bell Store, Shoe Store, 144 Northampton.  
L. Rosenbaum, Millinery Palace, 407 Northampton.  
E. Taylor & Co., Undertakers, 525 Northampton.  
W. H. Markley, Bottler, 641 Walnut.  
John J. Scip, Hotel Sterling.  
Union Clothing Co., 204-206 Northampton.  
Aicher & Mart, Wall Papers, 154-156 Northampton.  
Wm. L. Folk, Crystal Palace Cafe, 134 Northampton.  
Jacob Walters, Shoe Parlors, 102 Northampton.  
W. H. Keller, Music Dealer, 49 and 221 Northampton.  
S. J. Hochman, Union Made Clothing, 230 Northampton.  
Wm. Laubach & Sons, Dry Goods, Northampton,

- H. G. Siegfried, National Bank, Northampton.  
 Feinberg Bros. & Kowitz, Furniture, 663 Northampton street.  
 M. McCabe, Pomfret House, 110 So. 3rd.  
 E. S. Flick, Barber, Carrye Bldg., Northampton.  
 Drake & Co., Wholesale Grocers, So. 3rd street.  
 Harry G. Seip, Restaurant and Cafe, 37 So. 3rd.  
 Jas. F. Craters & Sons, Wholesale Produce Dealers, corner 3rd and Ferry.  
 Geo. F. H. Hellick Tea Co., 118 S. 3rd.  
 Jacob Walters & Sons, Flour and Feed Store, S. 3rd street.  
 Aicher Bros., Wall Paper Store, 102 S. 3rd.  
 Magee Bros., Wholesale Produce Dealers, 34 S. 3rd.  
 Rader Bros., Dry Goods Store, Northampton st.  
 W. J. Daub & Son, Furniture, Northampton st.  
 Chas. Buening, Florist, 1900 Lehigh.  
 Reynolds & Co., Confectionery, Northampton st.  
 Geehrs Shoe Store, Northampton street.  
 D. Clark Jewelry Co., 223 Northampton street.  
 Hoofman Bros., Clothing Store, 141 Northampton street.  
 Gamsu & Joluster, Millinery Store.  
 A. B. Garnier, Stoves and Hardware, 118 Northampton street.  
 Stotz Bros., Stove Store, 2nd and Northampton.  
 Nenning & Bitzer, 619 Northampton.  
 Bush & Bull, Dry Goods, Northampton street.  
 A. L. Raub & Co., Florists, So. 4th street.  
 J. Moore, Harness Manufacturer, 33 N. 4th st.  
 Pollock Brush Co., 25-27 No. 4th street.  
 E. C. Franklin, Grocer, 615 Walnut.  
 J. L. Smith, Mt. Vernon Hotel, 6th and Northampton streets.  
 S. E. Miller, Furniture Store, 524 Northampton.  
 Lipshitz & Peters, Clothiers and Hatters, cor 5th and Northampton streets.  
 Chas. Arner, Franklin House.  
 J. O. Woslayar, Family Shoe Store, 419 Northampton street.  
 J. F. Kirkpatrick, Tailor, 473 Northampton st.  
 Erwin Heller, Wm. Penn Hotel, 509 Northampton street.  
 L. Rosenfelt, Merchant Tailor, 459 Northampton.  
 H. Springer, Millinery Store, 431 Northampton.  
 H. L. Mayer, Shoe Store, 427 Northampton st.  
 Sherer Bros., Clothiers and Hatters, Northampton street.  
 H. E. Woelhle, News Furnisher, 104-106 Northampton street.  
 W. R. Bricker, Clothier, So 3rd cor. Lehigh sts.  
 Jas. Osterstock, Stoves and Ranges, 216 Northampton.  
 D. J. Howells & Son, Cemetery Work, 23 S. Front.  
 W. G. Lerch, Grocer, Seventh and Northampton.  
 Belo R. Seip Brewery Co.  
 A. Hay & Bro., Grocers, 693 Northampton.  
 R. B. Brittan, 500 Northampton.  
 Willibald Kuebler, Cafe.  
 J. W. Correll & Sons, Wholesale Dry Goods, Bank and Pine streets.  
 A. J. Ulmer, John's Cafe, 151 S. Third.  
 Wilson Slove Mfg. Co., 211 Northampton.  
 Geo. E. Leininger, Furniture, 104 S. Third.  
 Dr. D. R. Detweiler, Opera House Block, Northampton.  
 Jno. C. Nickels, Confectionery Store, 417 Northampton.  
 I. Goldsmith, Clothing, Center Square and Third street.  
 Easton Furniture Co., 14 to 29 S. Fourth.  
 Geo. Valas, Candy Store, 107 Northampton.  
 H. S. Cavanaugh, Attorney-at-Law, Trust Bldg.  
 J. S. Rodenbaugh Water Co.  
 Lee Socks, Hatter and Men's Furnishings, 15 S. Third.  
 E. H. Miller, Cornice Works, 132 S. Third.  
 E. Harris Ashton, Undertaker, Pine and Bank.  
 E. G. Cheesman, Cigar Store, 469 Northampton.  
 P. Correll, News Dealer, Ferry street.  
 H. G. Tomblor & Co., Ferry street.  
 Wm. H. King, Dyeing Establishment, 225 Ferry.  
 Wm. Reeser, Grocer, 136 So. 4th street.  
 Geo. J. Heck, Coal Yard, 300 So. 3rd street.  
 Morey & La Rue Co., Laundry, 227 Northampton.  
 No. 2 Engine House, 12th street.  
 Jno. McNeal, City Engineer, Wagner avenue.  
 A. J. Odenwelder, Druggist, 404 Northampton.  
 Childs, The Grocer, corner 6th and Walnut.  
 Sage's Family Liquor Store, Third and Ferry.  
 Jas. Shively, Central Hotel, corner Fourth and Northampton.  
 J. Brunner, Notary Public, Room 211 Porter Block.  
 J. T. Schleicher, Cafe, 665 Northampton.  
 S. Morvick, Gents' Furnishings, 240 Northampton.  
 H. M. Arkin, People's Clothing Co., 149-151 Northampton.  
 J. P. Sandt, Druggist, 530 Northampton.  
 F. Vollmer, Restaurant, 30 S. Third.  
 A. Carpenter, Dry Goods, Globe Store.  
 F. J. Sirgfried, City Baker, 540 Northampton.  
 Easton Hospital.  
 Savercool & Wright, Real Estate, Room 6 Prompred Building.  
 E. Fuhner, Jeweler, Northampton.  
 Kuebler Brewing Co.  
 Hartzel & Smith, Cemetery Work, Front and Spring.  
 H. H. Bennett, Hardware, 117 Northampton.  
 A. E. Rice, Restaurant, 136 Northampton.  
 W. H. Schug, Grocer, Fourth and Pine.  
 Smith & Sons, Jewelers, 310 Northampton.  
 J. S. Osterstock, Hardware, 22 Center Square.  
 S. L. Jones, Business School, Center Square.  
 Goldsmith & Bros., Gents' Furnishings, 222 Northampton.  
 Kline Bros., Dry Goods, Men's and Ladies' Wear, 208-210 Northampton.  
 I. Cohen, Ladies' & Gents' Furnishing Goods, 151-159 Northampton.  
 J. P. Folk, American Hotel, Third and Lehigh.  
 Ralph Bros., Furniture, 234-238 S. Third.  
 W. Walaskey, Valley Hotel, South Side.  
 S. Butz, Shirt Maker, 339 Northampton.  
 F. W. Stewart, Real Estate and Insurance.  
 Dr. H. Lichty, Eye Specialist.  
 Free Press, Paper and Job Printing.  
 Peter Raub, Lafayette Cafe, Bank and Pine.  
 T. Hay, Shoe Store, Northampton.

Grand Union Tea Co., 408 Northampton.  
E. L. Knauss & Son, Merchant Tailors, 415 Northampton.

Weaver's Drug Store, Northampton.  
J. F. McLeod Loan Co., 204 First National Bank Building.

Tytus E. Swan, Physician for Eye and Throat, 308 Northampton.

Lawall & Sons, Wholesale and Retail Druggists, 431 Northampton.

Clinton Hilliard, Lumber and Ice, 214 N. Third.  
J. G. Henzelman, Meat Dealer, 723 Wood ave.  
D. M. Hawke, Dentist, Northampton.

#### BETHLEHEM, PA.

J. Harry Morgan, Clerk of Quarter Session.

#### FRESNO, CAL.

Received from C. M. Gorman, Lodge No. 420:  
Ben Epstein, Merchant.

Herman, The Tailor, 1046 J.  
McAfee & Hickman, Clothing Store, 1027 J.  
H. P. Black, Cafe, corner K and Fresno.

#### SAN ANTONIO, TEX.

Received from M. J. Garvey, Lodge No. 52:  
C. Horan & Co., Grocers, Austin and Duval sts.  
Fred Stucke, Groceries, 401 E. Commerce st.

#### ASHEVILLE, N. C.

Received from W. B. Sorrell, Lodge No. 503:  
Heston Sons.

Beaumont Furniture Co.  
Lee Bryant Co.  
Alexander, Coston & Glass, 43 Patton ave.  
Brown Undertaking Co., 50 Patton avenue.  
W. H. Randolph, Asheville Club.  
Noland's Grocery, Pack square.  
Dr. J. M. Mann, Box 286.

#### EAGLE GROVE, IOWA.

Received from Thomas Roach, Lodge No. 138:  
R. O. Packman, Dry Goods and Groceries.  
Dr. W. C. McGrath.  
Atwood, Fort & Baker.

Citizens State Bank.  
Security Savings Bank.  
C. W. Chapman Lumber Co.  
Nye, Schneider, Fowler Co., Lumber, Coal, Wood, etc.

Charles Elliott, Tailor.  
H. D. Garlock, Candidate 4th Ward, Alderman.  
J. W. Henneburg, Candidate for Mayor.

J. H. McKinney, C. & N. W. Frt. Yd. Lunch Room.

Parker & O'Toole.

#### BUFFALO, N. Y.

Received from A. A. Van Houten, Lodge No. 187:

C. E. Anthony, Druggist, 384 Seneca street.  
The Emmett Cafe, 632 West street.  
Lafayette Theatre, Lafayette Square.  
Cahoon Lyon, Druggist, 530 Main street.  
Glasgow Woolen Mills Co., 259 Main street.  
National Casket Co., 123 Franklin street.  
Elmlawn Cemetery, 44 W. Eagle street.  
Hotel Broezel.

Arlington Hotel, Exchange street.

National Hotel, 58 Exchange street.

W. T. Zink, West Side Furniture Store, 344 Connecticut.

Kleinhans Clothing Co., Main street.

Failing Optical Co., 435 Main.

J. Dold Packing Co., 745 William.

G. Opperman, Importer of Wines and Liquors, 502 Main.

Wilson & Sullivan, 50 Court street.

The Hofbrau Cafe, 199 Pearl.

German American Brewing Co, 959 Main.

J. D. Davis, Dry Goods, W. Ferry and Grant.

#### TOLEDO, O.

Received from I. R. Innes, Lodge No. 512:

J. F. Streicher, Boots and Shoes, 105 Main.

Johnson Bros. Furniture Co., 224-226 Summit.

#### MARSHALL, TEX.

Received from J. A. Tyler, Lodge No. 666:

McPhail Hardware Co., West Side Square.

Coleman Co., 218 No. Boliver.

#### CHICKASHA, IND. TER.

Received from D. A. Anderson, Lodge No. 158:

The Hub Clothing Co., Gents Furnishings.

J. A. Darnell, Tonsorial Parlors.

Snodgrass & McClelland, Billiard Parlors.

Sixty-Six.

Owl Drug Store.

Williams & Crose, Dental Parlors.

Kendall Calloway, Big Furniture Store.

Chickasha National Bank.

#### OAKLAND, CAL.

Received from Geo. B. McClellan, Lodge No. 71:

A. E. Berry, Mgr. Regal Shoe Co., 22 San Pablo avenue.

J. Seulberger, Florist, 414 14th street.

E. A. Holman, B. R. T. Attorney, Bacon Block.

Keller & Fitzgerald, Hatters, 1001 Broadway.

Dr. G. G. Reinle, B. R. T. Medical Examiner,

McDonough Bldg.

Jas. Taylor, Undertaker, 15th and Jefferson.

#### TEXAS.

Received from Jno. Appleby, Lodge No. 369:

#### SAN MARCOS.

Southern Grocery Co.

#### SAN ANTONIO.

Jas. Kapp, Household Furnishings, 216 W. Commerce.

Shelly Undertaking Co., 504 Delerosa.

West End Lumber Co., Salado and Leal.

Carter & Lewis, Attorneys, 228 W. Commerce.

#### MOUNTAIN TOP, PA.

Received from J. F. Finegan, Lodge No. 442:

Rev. C. E. Jerrey.

#### PITCAIRN, PA.

Received from S. N. Brown, Lodge No. 439:

M. McIndoe, Glass, Painter and Paper Hanger.

#### BAIRD, TEX.

Received from J. H. Churchill, Lodge No. 427:

F. Watts, Barber.

J. C. Jones, The Grocery Man.

Austin & Gray, Hardware.

B. L. Boydsum, Dry Goods.

Dr. C. V. Bonar.

#### MARSHALL, TEX.

Received from R. Edmondson, Lodge No. 666:

Genocshio Hotel, G. J. Signaigo, Prop.

#### VANCOUVER, B. C.

Received from J. H. White, Lodge No. 144:

G. F. Booth, Ellesmere Hotel, Homer Court.

**KENTVILLE, N. S.**

Received from Addy G. Nichols, Lodge No. 723:  
B. H. Dodge, General Groceries.  
W. E. Porter, Chinaware.

**COULEE CITY, WASH.**

Received from Gilbert Goodwin, Lodge No. 307:  
T. V. Kincaid, Hotel Coulee.  
Guy T. Walter, Real Estate.

**BALTIMORE, MD.**

Received from H. E. Eaton, Lodge No. 124:  
M. T. McLaughlin, Restaurant, 1905 Oak.  
Frank O'Neil, Restaurant, 1901 Oak.

**SAPULPA, IND. TER.**

Received from C. B. Hale, Lodge No. 619:  
Union Hardware Co.  
American National Bank.  
Fisher Dry Goods Co.

**OKLAHOMA****GRANITE.**

L. C. McMurry, Barber Shop.

**GRANITE.**

J. B. Norman, Druggist.

**EL RENO.**

H. B. Wiley, Barber Shop.  
Hamskey & Yoist, Barber Shop, 218 So. Rock  
Island avenue.

J. B. Kerrick, Funeral Director and Picture  
Framing, 209 So. Rock Island avenue.

T. A. Cartwood, Flour, Feed and Groceries,  
724 Miles.

**MAGNUM.**

C. H. Eagin, Attorney-at-Law.

**MT. CARMEL, ILL.**

Received from John Copeland, Lodge No. 181:  
V. S. Tanquary, Jewelry.  
Bosecker & Wirth, Clothiers.

**PITTSBURG, KANS.**

Received from N. A. Gill, Lodge No. 107:  
J. W. Anderson, Meat Market, 506 E 7th.

**ATCHISON, KANS.**

Received from J. H. Dowell, Lodge No. 434:  
J. A. Blunt, Union Hotel.

**NEWPORT, VT.**

Received from W. J. McCaffrey, Lodge No. 330:  
C. S. Gould, Physical Culture Magazines.

**NEW YORK.**

Received from Wm. Bozler, Lodge No. 565:

**GLENMONT.**

Peter Gise, Milk.  
Geo. Parr, Abbey Hotel.

**ALBANY.**

Albert Marks, Merchant Tailor, 309 So. Pearl.  
George Linden, Cafe, 23 Alexander.  
Van Slyke & Horton, c o M. T. Gorman, To-  
bacco and Cigars, 471 Broadway.

A. J. Albright, Barber, 375 So. Pearl.  
E. J. Digman, Insurance, 28 Ten Brock Place.

**CATSKILL.**

R. J. Stahl, Gents Furnishings, 340 Main.  
Jos. Hoy, Cafe, 377 Main.

**BOSTON, MASS.**

Received from E. C. Monahan, Lodge No. 97:  
Chas. T. Jenkins, Jeweler, Room 270 A. So.  
Terminal.

**LIVINGSTON, MONT.**

Received from Chas. A. Fowler, Lodge No. 295:  
June McCracken, Dry Goods and Gents Fur-  
nishers.

Vogt Liquor Co.

D. J. Smith, Prop, Montana Saloon.

Gallmyer & Mlekush, Wines and Liquors.

Thos. Heath, Little Club Saloon.

Mlekush & Yarendt, German Beer Hall.

Stanley & Napoli, American Beer Hall.

M. J. Johnson, Wines and Liquors.

I. Roth, Headquarters Saloon.

Frank Rodder, Boots and Shoes.

W. Grabon, Trivoli Saloon.

Penny & Tate, Barbers.

A. Zelazney, Cigars and Tobacco.

A. Van Brocklin, Barber, 111 No. Main.

Geo. Mackey, Barber, cor. Park and Main.

Valberdine Bros., Barbers.

A. Armstrong, Elite Hotel.

**CLINTON, IOWA.**

Received from Harry Wallace, Lodge No. 183:  
Namamy & Nelson Clothing Co., 520 2nd street.

**GALION, OHIO.**

Received from Carl Monat, Lodge No. 35:  
C. E. Schaad, Shoe Dealer, E. Main.  
Dan Trostal, Cigar Store, So. Market.

**CALIFORNIA.**

Received from J. A. Norman, Lodge No. 743:

**LOOMIS.**

E. L. Ripey, Gen. Fruit Agent.

**ROCKLIN.**

A. Maston, First Class Liquor House.  
L. E. Jodian, First Class Barber Shop.

**TRUCKEE.**

P. Franzini, Fountain Saloon.  
R. F. Ferguson, Reception Saloon.  
E. J. Campbell, Barrel House.

**DONNER.**

T. E. Collins Lake View Block House.

**W. BAY CITY, MICH.**

Received from C. O. Gunn, Lodge No. 147:  
Thomas Walsh, The Fair.  
A. T. Swart, M. C. R. R. Watch Inspector,  
116 S. Line.

Price & Rosenthal, The Hub, Men's Outfitters,  
713 Midland.

Foley & Dayton, Drug Store, 319 Marquette.

**YOAKUM, TEX.**

Received from R. B. Jones, Lodge No. 399:  
A. E. Boyd, Physician.  
J. E. Lander, Banker.  
J. S. Youngkin, Physician.  
W. Lander, Livery Stable.  
J. F. Montgomery, Agt. New York Life.  
C. W. Richmond, Copper Smith.

**TEXAS.**

Received from L. P. Maynard, Lodge No. 368:

**PALESTINE.**

Allen & Bowdon, Pool Hall, Main.  
G. W. Harris, I. & G. N. Lunch Room.  
F. W. Alexander, Billiards, Main.  
J. B. Huff, Tailor, Spring.  
W. L. Welboen & Son, Main.  
Hodges Dry Goods Co., Oak and Palmer.  
A. C. Opperman, The Magnolia,



E. E. Walker, Barber, Spring street.  
 J. J. Murphy, The Ruby, Spring street.  
 Jas. A. Redwine, Restaurant, Spring street.  
 T. W. Trelford, Job Printing, Main street.  
 Fred Neuberger, Meat Market, Main street.

## HOUSTON.

G. W. Harris, I. & G. N. Lunch Room.

## TEAGUE.

Home Realty Co., Real Estate.  
 Jno. R. Crittenden, Teague Drug Co.  
 J. H. King, Grocer.  
 Freestone Lumber Co.  
 Teague Paint Co.  
 S. T. Howard, Real Estate, Loans and Insurance.  
 Drs. Harrison & Sneed, Physicians and Surgeons.

## THAYER, MO.

Received from J. A. Beck, Lodge No. 203:  
 H. Croom, Grocery.  
 W. B. Skaggs, Barber.  
 Santoff & Taber, Shoes.

## GEORGIA.

Received from J. W. Boxx, Lodge No. 543:

## BLYTHE.

Dr. J. B. Barwick.

## AUGUSTA.

A. L. Somers, Liquor Dealer, 426 Campbell.  
 Ramsey-Trowbridge-Smith Co., Hardware, Wagons, Harness, etc., 847 Broad.  
 Lyon & Kelly, Bicycles, Harness and Saddlery, 817 Broadway.  
 Geo. E. Payne & Co., Liquors and Cigars, 1110 Broad.  
 Burdell Tobacco Co., 429 Green.  
 The J. Willie Levy Co., Clothing, 866 Broad.

## COLUMBUS, OHIO.

Received from H. F. Marsh, Lodge No. 628:  
 Walkover Shoe Co., No. High street  
 Hegelheimer & Son, Tailors, 379 So. High st.  
 Gust Hessenaur, Jeweler, 405 S. High street.  
 Central Market Drug Store, cor. 4th and Town.  
 Frohock Furniture Co., 260 So. 4th.  
 Herpick Drug Store, cor. 4th and Main.  
 L. Seidensticker, Dry Goods and Gents' Furnishings, 529 So. 3rd.  
 C. W. Goebel, Drugs, S. E. cor. Long and 4th.  
 Gust Maier, Dry Goods and Carpets, 167 E. Main.  
 M. Altmier, Shoe Man, 147 E. Main.  
 J. F. Jones, Groceries and Meats, 129-131 W. Mound.

J. Kelso, Drugs, 246 W. State.  
 W. H. Kreis, Groceries, 245 W. State.  
 D. Buckley, Groceries and Meats, 575 W. Broad.  
 Climax Clothing & Shoe Co., 1034 Mt. Vernon.  
 C. R. Parish, Furniture, Carpets and Stoves, No. High.  
 C. A. Bond & Co., Clothing and Furnishings, 260 High.  
 C. Shauk, Oil and Gasoline, Eggs and Butter, 185 E. Gay.  
 Augustus & Oats, Tailors, 12 E. Spring.  
 Krouse & Co., Jewelers and Opticians, 232 No. High.

## COLLINWOOD, OHIO.

Received from E. R. Funk, Lodge No. 140:  
 F. J. Sheppard, Groceries and Meats, 176 Collamer.

J. Schwartz, Shoe Store, Collamer street.  
 H. Blumenthal, Gen'l. Mdse., Collamer street.  
 P. D. Myers, Dry Goods, Collamer street.  
 F. Voth, Dry Goods, Collamer street.  
 F. Noble, Barber Shop, and Baths, Gunn Block.

## BUFFALO, N. Y.

Received from A. B. Harkins, Lodge No. 187:  
 Geo. D. Hale, The Hale Decorators, 138 Elmwood avenue.

M. J. Downey, Physician, 852 Seneca.

## AVOCA, PA.

Received from W. M. Howell, Lodge No. 382:  
 John Nealis, Hotel, Main street.

## MINDEN, LA.

Received from H. G. Fry, Lodge No. 49:  
 Hough & Sullivan, Meat Market.  
 Dr. L. Lonongino, Physician and Surgeon.  
 J. I. Allen & Son, General Merchandise.  
 Burnett, Wren & Turner, General Merchandise.  
 R. H. Miller, Banker.  
 Taylor & Winn, General Merchandise.  
 J. M. Miller & Co., General Merchandise.  
 Amber & Tort, Gents' Furnishings.  
 J. C. T. Chaffee, Druggist.  
 Lowe Bros., General Merchandise.

## LONDON, ONT.

Received from Chas. Veech, Lodge No. 415:  
 Dr. W. A. Thomas, 753 Richmond.  
 Dr. J. A. Wright, 442 Adelaide.

## POINT BURWELL.

R. B. Moulton, American Hotel.

## MINNESOTA.

\*Received from C. W. Straub, Lodge No. 512:  
 OLIVIA.

John Leperska, City Dray Line.  
 M. B. Childs, Olivia Review.  
 C. E. Johnson, Farmers Elevator Co.  
 C. C. Ployhart, Columbia Elevator Co.  
 W. Windhorst Elevator Co.  
 H. H. Nurnburg & Co., Lumber and Fuel.  
 G. Warner, Miller Elevator Co.  
 John Reidner, Hamm Brewing Co.

## DANUBE.

H. Hoist, City Dray Line.  
 Mrs. P. H. Fabel, Union Hotel.

## GRANITE FALLS.

C. E. Textor, Interior Lumber Co.  
 O. M. Johnson, Gund Brewing Co.

## MONTEVIDEO.

Iver Larsen, General Merchandise.  
 E. A. Erickson, Little Gem Cafe.  
 Dunbrock & Brown, Grocers.  
 Nelson Hardware Co.  
 J. T. Eaton, The Palace, Wines and Cigars.  
 C. A. Sherda, Jeweler and Optician, C. M. & St. P. Watch Inspector.  
 Graves Bros., General Merchandise.

## HECTOR.

A. E. De Long, Bagley Elevator Co.  
 Stearns Lumber Co., Lumber and Fuel.  
 C. F. Schoen, Victoria Elevator Co.

## BUFFALO LAKE.

L. Preusse, Monarch Elevator Co.  
 John Rusch, Crown Elevator Co.  
 O. E. Anderson, McGregor Bros., & Co., Lumber and Fuel.

P. E. Schoenman, Reliance Elevator Co.

## BROWNTON.

Robert Zander, Monarch Elevator Co.  
 N. Tadsen, Exchange Grain Co.

## LINDSTROM.

John Smith, Ice Contractor.

## GLENCOE.

J. H. Kennedy Milling Co., Merchant Millers.  
 C. C. Kriger, City Dray Line and Feed Store.  
 W. W. Merrill Glove Co.

## STEWART.

E. E. Swan, Monarch Elevator Co.  
 Foreed Dorenammell, Denhart & Alguire Elevator Co.

F. A. Hatton, Liquors and Cigars.  
 L. S. Richards, Meats and Bakers Supplies.  
 A. H. Ahlbrecht, Furniture and Undertaking.

## RENVILLE.

Fred Oelschlager, Liquors and Cigars.  
 A. R. Holmberg, Farmers Elevator Co.  
 Oleson Bros., General Merchandise.  
 John Moen, Monarch Elevator Co.  
 McGregor Bros. & Co., Lumber and Fuel.  
 A. Henning, Crown Elevator Co.  
 O. A. Edmond, Golden Rule Gen'l. Mdse.  
 S. P. Kelley, Palace Cafe.  
 Ross & Grasser, Restaurant.  
 A. F. Liestikow, Wines, Liquors and Cigars.

## NORWOOD.

Berry Bros. Milling Co., Merchant Millers.  
 A. E. Stalke, Central Lumber Co.

## CHANHASSEN.

Peter Loeser & Son, Gen'l. Mdse. and Meats.

## PLATO.

G. Bergman, Miller Elevator Co.

## SACRED HEART.

O. Jordet, Central Lumber Co.

## BATTLE CREEK, MICH.

J. W. Blacklock, c/o Nichols-Shepard Threshing Machine Co.

## PHILLIPSBURG, N. J.

Received from J. M. Lentz, Lodge No. 127:  
 M. Kingfield, Boots and Shoes, 121 So. Main.

## SHERMAN, TEX.

Received from Mrs. Joe East:  
 G. E. Wilson & Son, 222 No. Branch.  
 J. D. Haizlip, Attorney, 555 S. Crockett.  
 J. B. Shaw, Dry Goods, 533 So. Walnut.  
 Yates & Miller, 123 No. Travis.  
 Muchert & Cook, Jewelers, 108 No. Travis.

## GRAND JUNCTION, COLO.

Received from Wm. F. Schultz, Lodge No. 849:  
 Ernest H. Jepson, Prop. White Front Barber Shop, 426 E. Main.

## SPRINGFIELD, MO.

Received from L. A. Schuller, Lodge No. 167:  
 Reed & Smith, 214 E. Commercial.

## JUNCTION CITY, ORE.

Received from L. C. Johnson, Lodge No. 814:  
 Chas. L. Baker, Junction City Hotel.

## PORT ARTHUR, ONT.

Received from W. H. Foster, Lodge No. 626:  
 A. Ross, Jeweler, Cumberland street.  
 Jos. Sagadore Billiards and Pool, Cumberland.  
 Jas. Stewart, Grocer, Cumberland street.  
 A. Hodgins, Tobacco and Pool Room, Arthur.  
 H. A. Raney, Druggist, Arthur street.

## ONTARIO.

Received from T. J. Curran, Lodge No. 255:

## TORONTO JCT.

W. Rowntree & Co., Grocers, 87 Dundas.  
 Robinson Bros., Bakery and Confectionery, 21 Dundas.

R. R. Hopkins, Physician and Surgeon.  
 S. W. Hopper, Wood Turner, 17 Midland.  
 H. Perfect, Physician.  
 Lumen Brewing Co.

## HAVELOCK.

H. E. Barrett & Co., General Merchants.  
 C. Holcomb, Livery.

## TORONTO.

D. Murphy, Wines and Liquors, 60 Esther.  
 D. C. Harrison, St. Denis Hotel, 524 Queen.  
 N. J. Bourdon, Hatter and Furrier, 492 Queen.  
 J. J. Kelly, Tailor and Gents Furnisher, 400 Queen.  
 G. Chamberlain, Merchant Tailor, 442 Queen.  
 W. K. Murphy, Undertaker, 286 Dunn avenue.  
 E. J. Humphrey, Funeral Director, 407 Queen.  
 Smith & Co., Union Tailors, 286 Queen.  
 J. H. Simpson, Wines and Liquors, 3 McCaul.  
 Ward Bros., Merchant Tailors, 662 Queen.

## COVINGTON, KY.

Received from G. A. Morgan, Lodge No. 345:  
 Wm. R. Carroll, Saloon, 13th and Russell.  
 W. J. Hornhorst, Cafe, 10 Pike.  
 Chas. Streibig, Saloon, 76 Pike.  
 C. H. Siddles, Saloon, 98 Pike.  
 C. G. Higgins, Cafe, 85 Pike.  
 Allison & Yates, Funeral Directors and Embalmers, N. E. cor. Pike and Russell.  
 Gus W. Menninger, Undertaker and Funeral Director, 66-68 Pike.  
 Wm. E. Eagan, Cafe, 506 Madison avenue.  
 L. C. Lemkers, Cafe, 514 Madison avenue.  
 C. A. Dibowski, Odd Fellows Exc'ge, 12 E. 5th.  
 Gross & Stephens, Clothing and Men's Furnishings, 712 Madison avenue.

J. D. Haake, Saloon, 801 Madison avenue.  
 Louis Hagidorn, Ladies and Gents Furnishing Goods, 1434 Madison avenue.

G. and G. Cafe, 6 Pike.  
 Hillmon Lumber Co., 165 W. 12th.  
 Geo. J. Dickman, Merchant Tailor, 267 W. 14th.  
 Jno. D. Buckaway, Saloon, 871 W. 12th.  
 The Bavarian Brewing Co., 367 Pike.  
 Chas. A. Vonderschmitt, Cafe, 189 Pike.  
 T. F. Hengehold, Merchant Tailor, 125-127 Pike.  
 The Cincinnati Grain Co., 63-65 Pike.  
 The Consumers Ice Co., 8th and C. & O. Ry.  
 Thos. Conry, Saloon, 84 Pike.  
 Mat J. Crolley, Job Printing, 6th and Madison.  
 Louis Marx & Bros., House Furnishing Goods, 5th and Madison avenues.

Dines Furniture House, Furniture, Carpets and Stoves, 530-532 Madison avenue.

H. F. Blase, Makers of Men's Fine Clothes, 584 Madison avenue.

B. F. Graziani, Attorney-at-Law, 508 Madison.  
G. F. Boughner, Attorney-at-Law, 818 Greer.  
Geo. E. Philipps, City Attorney, Room 10  
Court House.

Richard G. Williams, Attorney, Room 8, Boone  
Block.

Donnelly Bros., 8th and Madison avenue.

#### DETROIT, MICH.

Received from R. E. Morgan, Lodge No. 636:

J. D. Burns, Sheriff.

J. J. Ertell, Emerson Shoe Co.

The Good Luck, Gents Furnishings, Farmer st.

J. & T. Hurley Coal Co., Gratiot & Dequindie.

Jno. Kraft Coal Co., Division & Dequindie.

W. S. Piggins & Son., Leland and Dequindie.

Wetzel & Ergenbrodt Coal Co., 277 Grandy.

C. M. Thorpe, 497 Forest avenue.

A. W. Brooks, Printer, 59 Monroe avenue.

Wendt-Jozefek Coal Co., Willis & Dequindie.

J. Brutmeyers & Sons, Miami and Gratiot ave.

J. W. Bucher, Cafe and Bar., 546 Gratiot ave.

R. L. Burton, Restaurant, 494 Clay avenue.

Schillinger Bros., Contractors, 364 Illinois ave.

#### BRANDON, MAN.

Received from T. Hanwell, Lodge No. 394:

T. B. Andrews, Home of Good Clothing.

Nash & Lott, Boots and Shoes.

#### MOOSE JAW, SASK.

Robinson & Co., Dry Goods.

Mitchell & Hembroof, Gents Furnishings.

C. C. Mathews, Maple Leaf Hotel.

#### INDIANAPOLIS, IND.

Received from C. M. Dunnavan, Lodge No. 374:

S. Schaller, Druggist, 2422 Station.

F. Roesch, Wines, Liquors and Cigars, 2402  
Station.

Sandy Bros., Cigars and Tobacco, 44 Jackson.

H. Hagerhorst, Cigars & Tobacco, Oneida Hotel.

N. J. Colon, Wines and Liquors, 220 McRea.

T. H. Secrist, Sherman House.

#### TEXARKANA, ARK.

Received from H. E. Prior, Lodge No. 248:

G. W. Treher, Groceries, 211 E. Broad.

#### TEXARKANA, TEX.

Cosmopolitan Hotel.

S. Milazzo, Cafe, 116 Broad.

E. C. East, Undertaker, 218 Vine.

#### ENID, OKLA.

Received from F. W. Morey, Lodge No. 650:

P. A. Fagan, Groceries and Meat.

M. L. Lang, Cigars and Tobacco.

W. H. Dolan, Midway Bar.

W. T. Overton, Groceries.

J. L. Bruce, Gents' Furnishings.

Eagle Saloon.

Mibergen & Godschalk, Clothing.

F. Hildenbrand, Phoenix Bar.

Watrus Drug Co.

C. M. Byerley, Groceries.

W. C. Pfoeffle, Jeweler.

Parker Book Store.

#### TEMPLE, TEX.

Received from T. J. Stowers, Lodge No. 206:

Cooper Grocery Co.

Talley Bros., Wholesale Fruit and Produce.

Pat Vick, Saloon.

#### CALGARY, ALBERTA.

Received from W. E. Evans, Lodge No. 663:

The John E. Irvine Co., Real Estate and Insurance,  
McDougall Block.

#### EL PASO, TEX.

Received from L. W. Muller, Lodge No. 80:

Dr. O. M. Wright, Mills Building.

#### TEXAS.

Received from Jas. F. Davis, Lodge No. 710:

#### WACO.

G. F. McCowen, Farmer, R. F. D. No. 7.

#### PERRY.

W. H. Smith, Groceries and Drugs.

#### PIEDMONT, MO.

Received from J. W. Berner, Lodge No. 699:

Skiles & Co., General Merchandise.

C. T. Malugen, Shoes and Men's Furnishings.

#### PHILADELPHIA, PA.

Received from E. Percy Griffin, Lodge No. 511:

J. B. Roberts, Wines and Liquors, northwest  
corner Sixteenth and Filbert.

#### BALTIMORE, MD.

Received from B. F. Condon, Lodge No. 447:

C. Wettigs, Cafe, 210 E. Randall.

#### LOUISVILLE, KY.

Received from H. A. Carfield, Lodge No. 156:

E. Schlachter, Groceries and Meats, 1470 Story  
avenue.

C. Stoecker & Son, Tanners, 1637 Story avenue.

E. J. Dalton, Cafe, 261 E. Main.

Rehm, Zeiher & Co., Wholesale Liquor Dealers,  
250 E. Main.

J. J. Mueller, Tailor, 705 E. Market.

Otto Bader, Druggist, 900 Frankfort avenue.

#### SO. FRAMINGHAM, MASS.

Received from Geo. B. Herrick, Lodge No. 236:

C. F. Thayer, Druggist, 15 Irving Square.

A. S. Trowbridge, Shoe Dealer, 19 Irving Sq.

Geo. E. Fowler, Shoe Dealer, Irving Square.

Canning Bros., Shoe Dealers, Kendall Block.

Geo. W. Drury, Dry Goods, Irving Square.

W. B. Mahern, Druggist, 139 Waverly.

Travis & Cunningham, Druggists, 38 Concord.

Robbins & Rice, Druggists, 30 Concord.

#### ASHTABULA, OHIO.

Received from R. M. Lomax, Lodge No. 84:

J. E. Baylis, Photographer, 56 Center.

Fred A. Williams, Insurance, 205 Main.

J. L. Smith, Real Estate and Loans, Main.

J. O. Myers, Restaurant, 25 and 27 Center.

R. H. Pfaff, Mayor.

#### ASHTABULA HARBOR.

C. R. Stahre, Groceries, Lake and Hubbard.

#### CEDAR RAPIDS, IA.

Received from H. M. Clark, Lodge No. 56:

Drs. Johnson and King, Granby Building.

Dr. H. W. Bender, Kimball Building.

Cedar Rapids Savings Bank.

Fidelity Trust and Savings Bank.

E. H. Crocker, Attorney.

Irving Greer, Watches and Jewelry, 108 S.  
Third.

R. W. Yourex, College Inn, First avenue.

## FAIRMONT, W. VA.

Received from O. C. Willis, Lodge No. 595:  
 G. S. Lutz, Grocery, 430 Main.  
 E. C. Jones, Department Store.  
 Homer Hall, Druggist, Main street.  
 J. E. Shinn, Druggist, Main street.  
 J. R. Smouse, General Merchant, 519 Market.  
 J. H. Eckles, General Merchant, 332 Maple ave.  
 S. E. Jenkins, Barber, 105 Water.

## MONTICELLO, MAINE.

Received from Mrs. J. A. Henderson:  
 N. G. Alterton, Farmer.

## DEBEC JUNCTION, N. B.

Howard Henderson, Farmer.

## COUNCIL BLUFFS, IOWA.

Received from George R. Heath, Lodge No. 520:  
 Council Bluffs Coal & Ice Co., Broadway and 9th.  
 B. M. Sargent, Boots and Shoes, 413 Broadway.  
 E. H. Leffert, Jeweler, 618 9th avenue.  
 C. A. Burright, Wines and Liquors, 1511 S. Main.  
 R. E. Anderson, Druggist, 830 W. Broadway.

NOTICE OF GRAND DUES ASSESSMENT No. 106  
 MAY, 1907. TWENTY-FIVE CENTS.

# Grand Lodge of the Brotherhood of Railroad Trainmen

## OFFICE OF GRAND SECRETARY AND TREASURER.

## TO SUBORDINATE LODGES:

CLEVELAND, OHIO, APRIL 1, 1907



DEAR SIRS AND BROTHERS: You are hereby notified that the amount of Twenty-Five Cents for Grand Dues Assessment No. 106, for the month of May, 1907, is due from each and every member, and must be paid to the Financier before the first day of May, 1907. A member failing to make payment as herein required shall become expelled without notice or action. See Section 128, Constitution Subordinate Lodges.

The Financier is required to forward said Assessment to the Grand Lodge before May 5, 1907, for each member on the roll, and for members admitted or readmitted during the month of May the Financier must send this Assessment with the report of admission as per Section 105, Constitution Subordinate Lodges.

Fraternally yours,

*A. E. King*  
 GRAND SECRETARY & TREASURER

## STATEMENT OF CLAIMS PAID DURING THE MONTH OF FEBRUARY, 1907

| CLAIM. | NAME.             | LODGE.   | PAID TO.   | ADDRESS. | AMOUNT.    |
|--------|-------------------|----------|--|----------|------------|
| 11887  | E. M. LaFever     | .....136 | Delta M. LaFever, Ft. Wayne, Ind.                          | .....    | \$1,350.00 |
| 12066  | Wm. Sims          | .....332 | Ann Sims, Elgin, Scotland; Fannie Sims, So. Norwalk, Conn. | .....    | 1,350.00   |
| 12347  | Lee Dolan         | .....599 | Sarah A. Dolan, Thurmond, W. Va.                           | .....    | 1,350.00   |
| 12372  | Ray Tolson        | .....155 | Mrs. E. P. DeFever, El Paso, Tex.                          | .....    | 1,350.00   |
| 12375  | F. A. McClaren    | .....152 | F. A. McClaren, Oskaloosa, Ia.                             | .....    | 1,350.00   |
| 12376  | Watson J. Stevens | .....332 | Eleanor H. Stevens, Bismarck, N. D.                        | .....    | 1,350.00   |
| 12377  | P. J. Clomes      | .....733 | Maggie Clomes, Madison, Wis.                               | .....    | 500.00     |
| 12378  | D. E. McCloud     | .....43  | Lizzie M. McCloud, Sunbury, Pa.                            | .....    | 1,350.00   |
| 12379  | Geo. Edinger      | .....85  | Henrietta Edinger, Easton, Pa.                             | .....    | 1,350.00   |
| 12380  | Jno. G. Parker    | .....147 | Gertrude Parker, Bay City, Mich.                           | .....    | 1,350.00   |
| 12381  | Frank Mackal      | .....128 | Frank Mackal, Milwaukee, Wis.                              | .....    | 1,350.00   |
| 12382  | G. E. Soudreit    | .....165 | Cora L. Soudreit, Flora, Ill.                              | .....    | 1,350.00   |
| 12383  | N. A. T. Wingate  | .....486 | Mary Ellen Wingate, West Newton, Mass.                     | .....    | 1,350.00   |
| 12384  | J. P. George      | .....124 | Elizabeth George, Baltimore, Md.                           | .....    | 1,350.00   |
| 12385  | C. A. Douglas     | .....230 | Mary E. Douglas, Syracuse, N. Y.                           | .....    | 1,350.00   |
| 12386  | W. C. Neal        | .....321 | Mary M. Neal, McKees Rocks, Pa.                            | .....    | 1,350.00   |
| 12387  | R. G. King        | .....345 | Lula King, Covington, Ky.                                  | .....    | 1,350.00   |
| 12388  | Wm. Aiken         | .....26  | Emma F. Aiken, Burlington, Ia.                             | .....    | 1,350.00   |
| 12389  | Fred G. Jones     | .....238 | Chas. L. Young, Gdn., Springfield, Mass.                   | .....    | 1,350.00   |
| 12390  | C. W. Christian   | .....483 | Fannie A. Christian, Clifton Forge, Va.                    | .....    | 1,350.00   |
| 12391  | W. S. Morrison    | .....569 | Odelia Morrison, Duluth, Minn.                             | .....    | 1,350.00   |
| 12392  | W. Rupert         | .....64  | Tonie Rupert, Springfield, Mo.                             | .....    | 1,000.00   |
| 12393  | W. S. Miller      | .....174 | Esther A. Miller, Altoona, Pa.                             | .....    | 1,350.00   |
| 12394  | E. S. Porter      | .....174 | E. S. Porter, Port Royal, Pa.                              | .....    | 1,350.00   |
| 12395  | J. E. Meadows     | .....232 | Isabelle F. Meadows, Foss, W. Va.                          | .....    | 1,350.00   |
| 12396  | J. W. McIntyre    | .....477 | Ellen M. Merrigan, Maryville, Mo.                          | .....    | 500.00     |
| 12397  | D. D. Deadmore    | .....474 | Maggie C. Deadmore, Joliet, Ill.                           | .....    | 1,350.00   |
| 12398  | G. D. Neeley      | .....419 | Annie Belle Neeley, Ft. William, Ont.                      | .....    | 1,350.00   |
| 12399  | P. J. Schuler     | .....456 | Margaret Schuler, Chicago, Ill.                            | .....    | 1,350.00   |
| 12401  | A. N. Bailey      | .....288 | Lenora M. Bailey, Manning, Ia.                             | .....    | 1,350.00   |
| 12402  | J. G. McAdam      | .....214 | Augustine V. McAdam, New Orleans, La.                      | .....    | 1,350.00   |
| 12403  | W. J. Fields      | .....454 | Mary E. Fields, Advance, Ky.                               | .....    | 1,000.00   |
| 12405  | R. D. Layng       | .....34  | R. D. Layng, Toronto, Ont.                                 | .....    | 1,350.00   |
| 12406  | H. Turgeon        | .....509 | Narcise Turgeon, Quebec, Que.                              | .....    | 1,350.00   |
| 12407  | E. P. L. Stewart  | .....571 | Laura A. Stewart, Carnegie, Pa.                            | .....    | 1,350.00   |
| 12408  | J. O. Pace        | .....148 | Annette Pace, Pittsburg, Kas.                              | .....    | 500.00     |
| 12409  | C. E. Tenney      | .....82  | Mary E. Tenney, Gorham, N. H.                              | .....    | 1,350.00   |
| 12410  | Thos. F. Kelly    | .....163 | Katie Kelly, New York, N. Y.                               | .....    | 1,350.00   |
| 12412  | Geo. McCarthy     | .....227 | Ida McCarthy, Sarnia Tunnel, Ont.                          | .....    | 1,350.00   |
| 12413  | Jas. Conley       | .....577 | Mary A. Conley, Millvale, Pa.                              | .....    | 1,350.00   |
| 12415  | P. P. Aylmer      | .....587 | Mary Aylmer, Philadelphia, Pa.                             | .....    | 500.00     |
| 12416  | W. S. Stone       | .....188 | Alexina Stone, Saginaw, Mich.                              | .....    | 1,350.00   |

**STATEMENT OF CLAIMS PAID DURING THE MONTH OF FEBRUARY, 1907—Con.**

| CLAIM.              | NAME.            | LODGE. | PAID TO.                       | ADDRESS.                           | AMOUNT.         |
|---------------------|------------------|--------|--------------------------------|------------------------------------|-----------------|
| 12417               | H. W. Brownlee   | 521    | Grace T. Brownlee,             | Youngstown, O.                     | 1,350.00        |
| 12418               | J. K. Scott      | 138    | Benj. Thompson, Att'y in Fact, | Eagle Grove, Ia.                   | 1,350.00        |
| 12419               | R. H. Force      | 695    | Frances Force,                 | Mayday, Ga.                        | 1,000.00        |
| 12420               | J. W. Taylor     | 651    | Arch D. Taylor,                | Mintonville, Ky.                   | 600.00          |
| 12421               | W. B. Stevenson  | 668    | Maggie Stevenson,              | Tilbury, Ont.                      | 1,350.00        |
| 12422               | Ira Fisher       | 742    | Isabelle Fisher,               | Blairsville, Pa.                   | 1,350.00        |
| 12423               | S. J. Foster     | 282    | S. J. Foster,                  | Wausau, Wis.                       | 1,350.00        |
| 12424               | B. G. Voight     | 446    | Rosa A. Voight,                | Denver, Col.                       | 1,350.00        |
| 12425               | G. L. Phillips   | 449    | Jessie B. Phillips,            | Argenta, Ark.                      | 1,350.00        |
| 12426               | C. O. Gallagher  | 356    | Eva E. Gallagher,              | Wichita, Kas.                      | 1,350.00        |
| 12427               | Peter Halke      | 99     | Olga Halke,                    | Jersey City, N. J.                 | 1,350.00        |
| 12428               | C. W. Mitchell   | 456    | Lula B. Mitchell,              | Brodhead, Wis.                     | 1,000.00        |
| 12429               | A. E. McDonald   | 480    | Marie McGillis McDonald,       | Watertown, N. Y.                   | 1,350.00        |
| 12430               | Frank C. Keller  | 424    | Emma W. Keller,                | Chicago, Ill.                      | 1,350.00        |
| 12431               | W. H. Logsdon    | 63     | Melvina Logsdon,               | So. Greensburg, Pa.                | 1,350.00        |
| 12432               | Frank T. Lynch   | 86     | Mary E. Lynch,                 | Binghamton, N. Y.                  | 1,350.00        |
| 12433               | F. W. Ives       | 53     | F. W. Ives,                    | Emporia, Kas.                      | 1,000.00        |
| 12434               | W. E. Haynes     | 55     | W. E. Haynes,                  | Huntington, Ind.                   | 1,350.00        |
| 12435               | Maurice Sullivan | 143    | Maurice Sullivan,              | Horner, N. Y.                      | 1,350.00        |
| 12436               | Frank H. Lasher  | 164    | Frank H. Lasher,               | Herkimer, N. Y.                    | 1,350.00        |
| 12437               | C. S. Ammerman   | 174    | C. S. Ammerman,                | Altoona, Pa.                       | 1,350.00        |
| 12438               | R. F. Sickles    | 202    | R. F. Sickles,                 | Landing, N. J.                     | 1,350.00        |
| 12439               | F. V. Sweet      | 265    | F. V. Sweet,                   | Battle Creek, Mich.                | 1,350.00        |
| 12440               | Wm. Kuhlwind     | 383    | Wm. Kuhlwind,                  | Harrisburg, Pa.                    | 1,350.00        |
| 12441               | R. Edgerly       | 587    | R. Edgerly,                    | Philadelphia, Pa.                  | 1,000.00        |
| 12442               | W. H. Hudson     | 720    | W. H. Hudson,                  | Atlanta, Ga.                       | 1,350.00        |
| 12443               | L. P. Engleheart | 688    | L. P. Engleheart,              | Lawrence, Mass.                    | 1,350.00        |
| 12444               | W. D. Malaer     | 181    | W. D. Malaer,                  | Mt. Carmel, Ill.                   | 1,350.00        |
| 12445               | Byron Buckles    | 477    | Mary S. Buckles,               | Stockton, Cal.                     | 1,350.00        |
| 12446               | C. E. Moore      | 658    | Emma C. Moore,                 | Memphis, Tenn.                     | 600.00          |
| 12447               | Martin Naughton  | 571    | The Safe Deposit & Trust Co.,  | of Pittsburg, Gdn., Pittsburg, Pa. | 1,350.00        |
| 12448               | Chas. Lehman     | 177    | Chas. Lehman,                  | Beloit, Wis.                       | 1,350.00        |
| 12449               | C. A. Miller     | 516    | Mary Miller,                   | Oshkosh, Wis.                      | 1,350.00        |
| 12450               | C. E. Harris     | 238    | Alice Harris,                  | Merrick, Mass.                     | 1,350.00        |
| 12451               | W. A. Leahy      | 238    | Mary A. Leahy,                 | Springfield, Mass.                 | 1,350.00        |
| 12452               | M. L. Coombs     | 307    | Laura E. Coombs,               | Butte, Mont.                       | 1,350.00        |
| 12453               | G. P. Barber     | 413    | Nellie M. Barber,              | Elmira, N. Y.                      | 1,000.00        |
| 12454               | P. D. Smith      | 446    | Louisa M. Smith,               | Denver, Col.                       | 600.00          |
| 12455               | F. B. Kolb       | 453    | Theresa Wasmuth,               | Admx., Baltimore, Md.              | 1,350.00        |
| 12456               | H. H. Wilhelm    | 484    | H. H. Wilhelm,                 | Baltimore, Md.                     | 1,000.00        |
| 12457               | W. M. Stewart    | 593    | W. M. Stewart,                 | Du Bois, Pa.                       | 1,350.00        |
| 12458               | J. F. Potts      | 456    | Emma Potts,                    | Chicago, Ill.                      | 1,350.00        |
| 12459               | Thos. Whitby     | 753    | Thos. Whitby,                  | Chicago, Ill.                      | 1,350.00        |
| 12460               | Jas. Keenan      | 336    | Jas. Keenan,                   | Canaan, Conn.                      | 1,200.00        |
| 12461               | J. J. Burns      | 258    | Jno. B. Burns,                 | Port Jervis, N. Y.                 | 1,350.00        |
| 12462               | J. D. Workman    | 538    | Lovenia Parker,                | Farmington, Del.                   | 1,350.00        |
| 12463               | Stephen J. Meany | 737    | Mary Meany,                    | Ottumwa, Ia.                       | 1,350.00        |
| 12464               | W. J. Jones      | 201    | Mary Ann Jones,                | Meriden, Conn.                     | 1,350.00        |
| 12465               | T. E. McGarry    | 685    | T. E. McGarry,                 | Steubenville, O.                   | 1,350.00        |
| 12466               | Abraham Ayotte   | 10     | Arise Ayotte,                  | St. Didace, Que.                   | 600.00          |
| 12467               | J. C. Hough      | 18     | J. C. Hough,                   | Sedalia, Mo.                       | 1,350.00        |
| 12468               | T. H. Croughan   | 88     | Margaret E. Croughan,          | Worcester, Mass.                   | 1,350.00        |
| 12470               | Chas. Halberg    | 78     | Agnes Halberg,                 | Globe, Ariz.                       | 1,350.00        |
| 12471               | Wm. Twining      | 257    | Rebecca Johnson,               | Bordentown, N. J.                  | 1,350.00        |
| 12473               | F. F. Gibbons    | 321    | Chas. E. Gibbons,              | New York, N. Y.                    | 1,350.00        |
| 12474               | C. F. Dudderar   | 215    | C. F. Dudderar,                | Chattanooga, Tenn.                 | 1,000.00        |
| 12475               | W. F. Vickery    | 215    | W. F. Vickery,                 | Chattanooga, Tenn.                 | 1,000.00        |
| 12476               | Richard Turnbach | 541    | Richard Turnbach,              | Shamokin, Pa.                      | 1,200.00        |
| 12477               | H. M. Glen       | 244    | John Glenn, Sr.,               | Lonaconing, Md.                    | 1,350.00        |
| Total               |                  |        |                                |                                    | \$125,750.00    |
| Previously reported |                  |        |                                |                                    | \$13,791,078.96 |
| Total paid          |                  |        |                                |                                    | \$13,916,828.96 |

**BENEFICIARY ASSESSMENT NOTICE No. 335.**

**MAY, 1907.**

**Grand Lodge of the Brotherhood of Railroad Trainmen**

OFFICE OF GRAND SECRETARY AND TREASURER }  
CLEVELAND, O., APRIL 1st, 1907. }

*To Subordinate Lodges:*

**DEAR SIRS AND BROTHERS:—You are hereby notified of the following Claims:**

| NAME                   | No. | Cert. No. | Claim. | Date.        | CAUSE  | Amt      |
|------------------------|-----|-----------|--------|--------------|--|----------|
| 12769 R. L. Ault       | 7   | 77768     | Death  | Jan. 22, '07 | Run over by car                                    | 1,250.00 |
| 12740 J. D. Brink      | 180 | 38508     | Death  | Jan. 18, '07 | Knocked down; run over                             | 1,000.00 |
| 12741 F. O. Hutchins   | 150 | 183640    | Death  | Feb. 6, '07  | Run over by train                                  | 1,250.00 |
| 12742 J. M. Bowden     | 289 | 0213      | Death  | Feb. 2, '07  | Diabetes Mellitus                                  | 600.00   |
| 12743 H. B. D. Englab  | 105 | 28984     | Dis.   | Feb. 12, '06 | Spinal injury; partial paralysis lower extremities | 1,000.00 |
| 12744 H. L. Hackett    | 402 | 120698    | Dis.   | Feb. 4, '06  | Both legs crushed and amputated                    | 1,250.00 |
| 12745 Richard Humphrey | 21  | 124798    | Death  | Feb. 17, '07 | Gunshot wound                                      | 1,250.00 |
| 12746 E. O. Mennel     | 66  | 16113     | Death  | Jan. 24, '07 | Run over by engine                                 | 600.00   |

# The Toiler

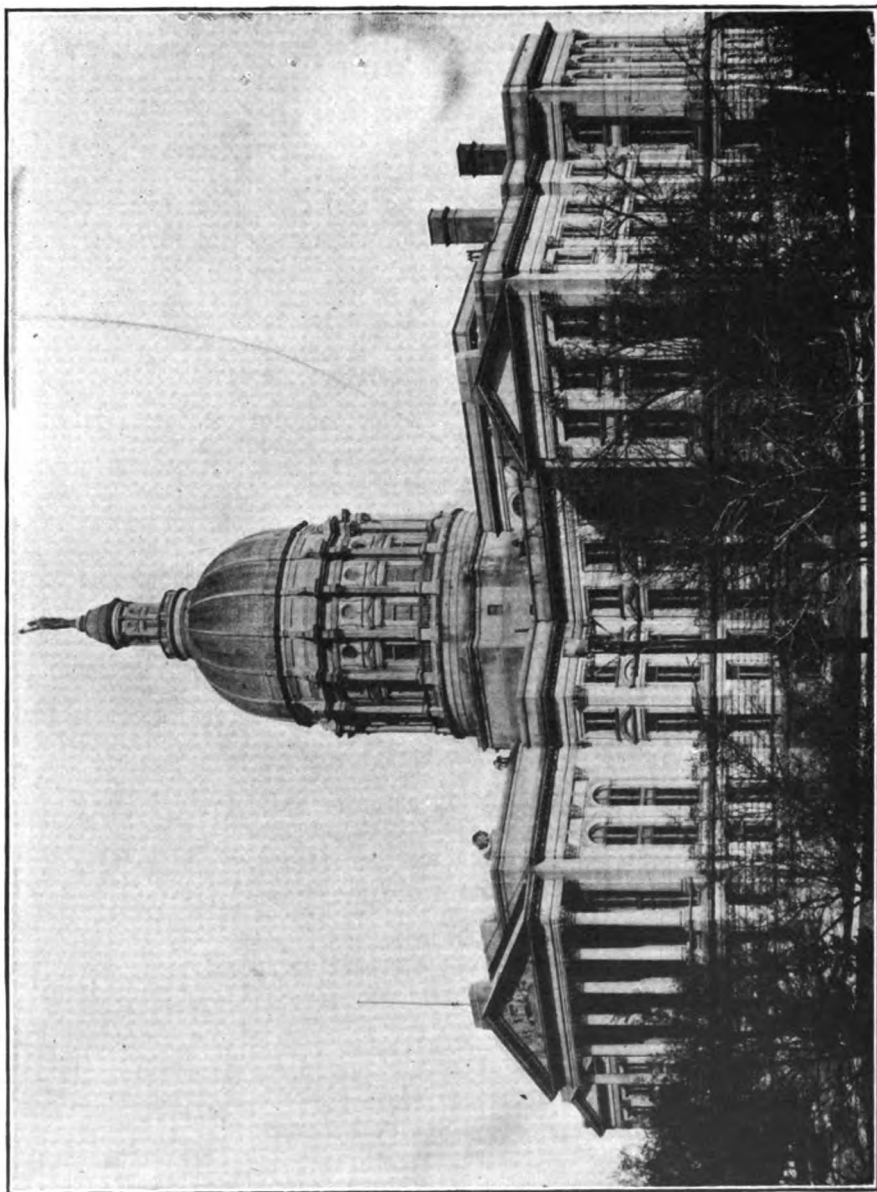
BY ADELBERT CLARK

Let the world with scorn and laughter,  
Doubt the work your heart would do!  
Still keep climbing Life's steep ladder,  
For there's more in life for you.  
He who lets the mocking people  
Turn him with their jests and sneers,  
Only finds a path of brambles  
Mingled with a shower of tears.

In this life, the sweetest roses  
Blossom in the human heart,  
If we keep away the meddlers  
That would tear the leaves apart.  
Courage, pain and firm endeavor,  
Lo, the toiler must employ,  
Ere he gains the golden harvest  
That will crown his days with joy.

Human weakness means but failure  
To the toiler of the earth,  
And his labor calls for boldness,  
All the way through life, from birth!  
We must watch the while we labor  
Fearing not, the idler's voice!  
On the things that we would master,  
We must make a final choice.

Let the world with scorn and laughter,  
Doubt the work your heart would do!  
Like a soldier in the battle,  
Face them with a courage true.  
Let them laugh—'twill matter little  
When you've reached your happy throne,  
For your labor will reward you  
By the courage you have shown!



GEORGIA STATE CAPITOL, ATLANTA.

# RAILROAD TRAINMEN'S JOURNAL

Published Monthly by the Brotherhood of Railroad Trainmen.  
Entered at the post-office at Cleveland, Ohio, as second-class matter.

D. L. CEASE  
EDITOR AND MANAGER



SUBSCRIPTION PRICE  
\$1.00 PER YEAR IN ADVANCE

VOL. XXIV.

MAY 1907.

No. 5

## Atlanta.

W. G. COOPER.



ATLANTA is the railroad center of the southeastern states. Standing at a point where the Eastern traffic flows down the Appalachian Chain of mountains, it is met by the great streams of commerce from the west to the southern seaboard, and has become the terminus of fourteen railroad lines, and the point from which thousands of miles of road are operated.

General Sherman was impressed with Atlanta's strategic importance, and pointed out the fact that any part of the Gulf on the South Atlantic could be reached from this city in twelve hours. Atlanta became headquarters for the Department of the Gulf during the Spanish War, and although an effort was made afterward to remove these headquarters to another point, the natural advantage of the situation impelled the Government to permanently fix their seat here.

From Cincinnati, the Ohio River gateway of the productive Middle West, the shortest practicable route to the Panama canal is through Atlanta, and the Louisville and Nashville Railway has spent many millions in building a new trunk line between these cities. The Southern Railway, the Sea Board Air Line, the Atlanta, Birmingham and Atlantic, the Central of Georgia and

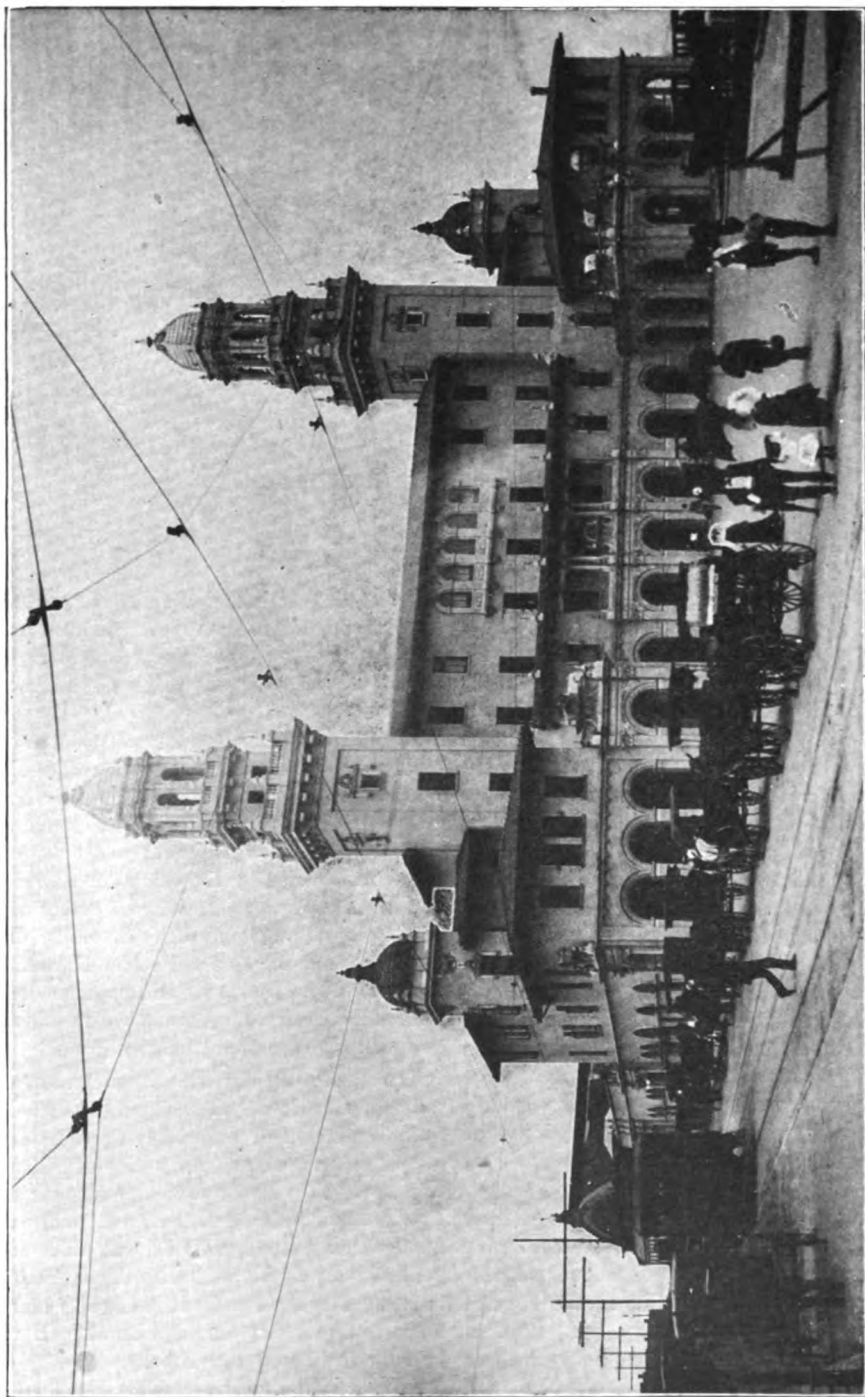
other systems are connecting up their trunk lines through Atlanta to the Atlantic and the Gulf, and this city is on the great highway of American goods moving southward to the sea.

In anticipation of an immense growth of business, the railroad companies are spending millions of dollars to enlarge their terminal facilities in and around Atlanta. The beautiful new passenger depot at Atlanta was erected by the Southern Railway and associated lines, and large extensions of freight terminals are being made by the Southern and the Louisville and Nashville systems. The Atlanta, Birmingham and Atlantic is constructing extensive terminals and will shortly enter the city.

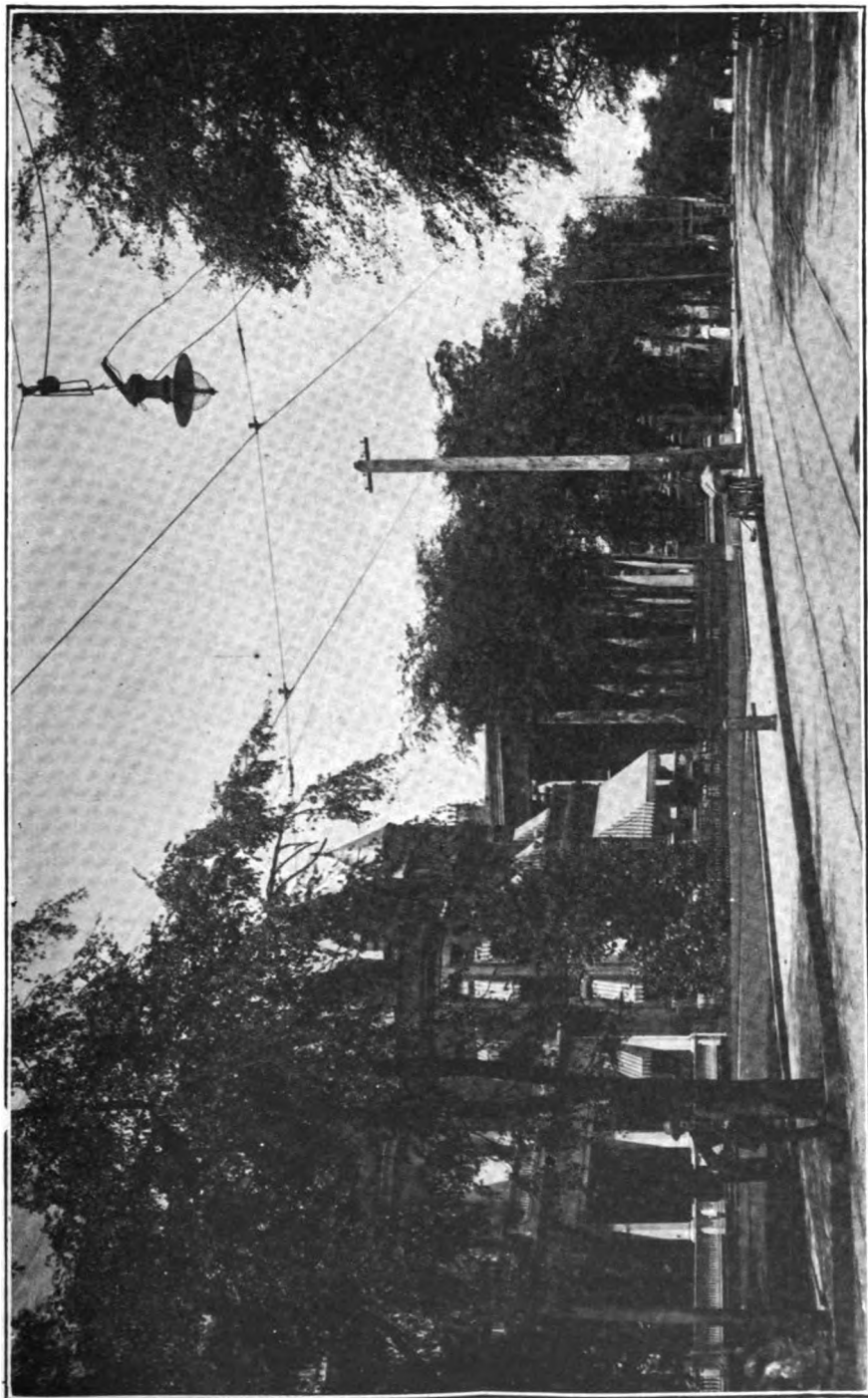
The system of local transit, covering 155 miles of electric railway, is one of the best in the country, and is probably the most extensive in the country for a city of Atlanta's size. This has caused a rapid extension of the residence district, and beautiful homes have been erected several miles beyond the city limits in all directions. There is an inter-urban line from Atlanta to Marietta, twenty miles out, and another is to be built to Macon and Albany.

Atlanta is the most accessible city in the South, and for this reason the stream of travel is constantly increasing. There are





TERMINAL STATION, ATLANTA, GEORGIA.



PEACHTREE STREET, ATLANTA, GEORGIA.

seventy-nine towns of 4,000 population and upward in Georgia, the Carolinas, Alabama and Mississippi. The average distance of these towns from Atlanta is 281 miles, which is 80 to 170 miles less than the dis-

telephones and many such interests have here their headquarters for from five to twelve States.

Steel and stone skyscrapers have shot up in rapid succession and the heart of the city



GRAND OPERA HOUSE, WHERE THE CONVENTION WILL MEET, ATLANTA, GEORGIA.

tance from the next nearest important center.

Atlanta is Southern headquarters for most of the national corporations that do business in this section. It is the third insurance center in the country and easily the first in the South. Railways, telegraphs,

looks like the heart of Manhattan Island. There is no other city in the South that has the metropolitan appearance Atlanta presents. It has one square mile that can hardly be equaled anywhere on this continent outside of New York, Chicago and Philadelphia.

Business is growing six times as fast as population, although the inhabitants are increasing three times as fast as they are in the country at large. Atlanta is about the busiest city of its size in the world.

The growth of the city is by no means confined to office buildings. The manufactured products of Fulton county, including Atlanta, increased from fifteen to thirty millions from 1900 to 1905, and are now forty millions. There are nearly twice as many

southeastern group, of which Atlanta is the natural center, produce a cotton crop worth about three hundred millions, and turn out cotton goods worth one hundred and fifty millions. The total manufactured products of these states is 600 millions. The supply business for all this vast industry is immense, and Atlanta gets a large share of it.

A strong feature of Atlanta's industry is its variety. The people are hospitable to new ideas and not fastened in old grooves.



KIMBALL HOUSE, GRAND LODGE HEADQUARTERS, ATLANTA, GEORGIA.

wage earners as there were in 1900 and the city is constantly crowded with well-to-do strangers who have come to engage in business. The banks are loaded with deposits, and one member of the clearing house has as much as all six of them had ten years ago. Atlanta's importance as a business center is indicated by the fact that Georgia produces a cotton crop worth ninety millions, or more than the gold product of the entire country. The states making up the

Home industries are well patronized, and the percentage of success in new industries is very high.

Atlanta is a clean, well governed city. The tax rate is only  $1\frac{1}{4}$  per cent on a moderate valuation of property, which aggregates \$68,268,393. The United States census credits Atlanta with the lowest tax return on actual value to be found in the South, among cities of over 25,000 population. While the nominal rate is 1.25, it

amounts to only .53 on actual value. The bonded debt of \$3,451,500 is less than the constitutional limit by a million and a quarter. It is covered by a sinking fund which provides for the payment of all bonds within thirty years from the date of issuance.

The fire, police, sanitary and other departments are economically administered and ably managed by efficient chiefs, with the support of able boards of business men.

The water supply is taken from the Chattahoochee River, clarified in a settling basin and filtered before being pumped into the city. The rate to residents is 60 cents a month for each house, and for manufacturers 6 cents per thousand gallons in large quantity.

Electric power for varied industries is available in and around Atlanta through the development of a large water power on the Chattahoochee River, 18 miles from the city, at Morgan Falls, where a massive masonry and concrete dam has been built by the Atlanta Water and Electric Power Co., and machinery has been installed for the development of water power and its transformation into electric current, which is transmitted to Atlanta. Another concern, the North Georgia Electric Company, owns 100,000 horse-power in different falls on the Chattahoochee River, and has begun to develop it. Cables from the first plant have reached the city and eventually most of this

power will be available to Atlanta manufacturers in the form of an electric current.

Atlanta is the greatest educational center of the South, and has in its Grammar schools 14,000 pupils, besides something over five thousand students in higher institutions. There are many technical schools, of which the Georgia Institute of Technology is the most famous.

Educational influences are supplemented by the Carnegie Library, the State Library, libraries in each of the public schools, several theaters, and one hundred and fifty churches, representing almost all denominations.

The climate of Atlanta is comparatively cool in summer. Standing on the crest of the ridge that divides the watershed of the Atlantic from that of the Gulf, Atlanta has an altitude of 1,050 feet above sea level, and this commanding eminence causes a most bracing atmosphere which has led a local enthusiast to declare that "Atlanta is like Champagne."

The people are remarkably energetic, and this is evident to the visitor in the first glance that he gets from the car windows. Taking it all together, Atlanta is a most delightful place of residence, such as is rarely found in connection with a busy population of 130,000 people, who turn out annual products amounting to forty millions and do a wholesale business of one hundred millions, with a total business of all kinds estimated at eight hundred millions.

## The Girl In Business.

**T**HERE are so many parents who make a point of telling their friends that their daughters are being educated for a business career, who honestly believe they are doing something worth while. If they could but realize the great proportion of failures as compared with the successes they would hesitate before condemning the girl to the usual business office, for the long hours of labor, exactions demanded by the em-

ployer and the slight hope of ever making a fair salary are so much in evidence in the office employment of girls and women that it takes few years for the average female employe to become discouraged.

There are any number of states where service is regulated by law so far as the employes at the trades are concerned, but the auditing and other business offices are away from sight and no inspector ever looks behind the scenes to learn whether

the laws governing the employment of women and children are violated. The trades having some organization behind them have dared to tell their story of wrong, but the office employes, without such protection, have borne the burden of long hours and low wages without much hope of remedy or redress.

This tendency to put the girl in a genteel way of making a living and the results have been told by Anna Steese Richardson, thus:

"Bookkeeper and stenographer, experienced, real estate office; must be competent; salary \$7.00; write experience.

"Real estate, 100 West Blank-st."

The man who penned that advertisement clipped from the "want ad" columns of a daily paper was not a humorist.

He really expected to have some girl, dozens of girls, present themselves at his office on Monday morning, ready and able to fill all those requirements at \$7 per week.

If he had advertised for a man who could fill all those same requirements, however, he would have concluded thus: "Write experience and salary expected."

This sort of man thinks a male employe is worth what he asks, a woman what she can get.

What does he expect for \$7 a week?

The services of a young woman who will make a good appearance and be a credit to his offices. Who will be sufficiently intelligent to address and command the respect of callers in his absence, take accurately any message they may leave; take down his disjointed dictation and transcribe it in fluent, readable, consecutive sentences. To do his bookkeeping and, in fact, be her employer while the latter is chasing down bargains in real estate or leading unsuspecting customers into the mirage of buying country homes they can never occupy.

He is precisely the sort of a man who thinks he ought to earn about \$70 a week for sitting with his heels on a desk and telling everybody who works for him what a lot of chumps they are.

The man who really works appreciates good work in others, and is willing to pay for it.

Provided the girl selected can fill the bill, what preparation did she have?

Six months at least in a good business school, studying shorthand, typewriting and bookkeeping at a cost of \$60 for her course. During that time her parents spent for her in board, car fare and clothing not less than \$5 per week, or \$150. Well, \$7 a week on an investment of less than \$200 is not bad, you say.

Ah, but behind that lie years of school work, during which the parents sacrificed to keep the girl properly fed, housed, clothed and strengthened for her studies.

And now, after these years of sacrifice, the mother gives the daughter who might lighten the household burdens, over to a penurious employer for \$7 a week!

It ought to be a lesson to a lot of girls who think that all their troubles will be solved when they go into business and earn their own money.

It ought to open the eyes of mothers who imagine that when Jennie or Helen or Sally finishes her studies, she will earn so much money that a girl can be installed in the kitchen, some of the new furniture she has so longed for can be bought for the parlor or dining room—and everything will be lovely.

Mothers have such vague ideas of business success.

But by and by, eyes of both daughter and mother are opened. The girl finds that there are so many other girls in business that salaries are far lower than if competition were lighter.

She has to compete with the girl who works for pin money and the girl, springing from a foreign household, knows how to live on next to nothing.

She learns that many employers would prefer having work done indifferently and cheaply, to paying good wages for first-class work. She sees that only the exceptional woman, the one who has the gift not only of securing large results quickly, but of pushing herself and her own interests, succeeds, while the great mass of girls remain in the class of mediocrity as to work and salaries.

The mother finds that most of the salary that was to accomplish Aladdin-like won-

ders in their shabby home goes for shoes and rainy day clothes, for pretty shirtwaists and tailored skirts, that the office girl may be a credit to her employer.

She learns that the girl gradually loses interest in the home. She sees little of it. She is tired when she comes home at night and sleeps most of Sunday, so she does not notice that the parlor chairs need recovering.

She does not complain of anything, eats what is set before her indifferently. She is as colorless as the round of work she does each day.

The mother feels actually guilty about taking a cent of the hard earned money, so she lays it away, dollar by dollar, to send the girl on a summer vacation. Perhaps there will be enough for both to go, and then for two weeks they are young again, mother and daughter, and really become quite well acquainted.

A year or so of this, and the girl begins to speak of matrimony as a release from the dreary office routine. Thus the disappointed mother looks back to the day when she planned brilliant business success for her girl, when she prayed that her daughter might escape the drudgery of household duties.

She has awakened to realize that all mediocre work is drudgery, a dreary round, a dun colored existence, and the mere fact that a girl is given a course in a business college will not insure future happiness.

Walk the length of any department store, or visit insurance offices where girls by the thousands are employed. Study their faces and see how much happiness you can read therein. You will know when you leave store or office building why that real estate man dared to advertise for an experienced stenographer and bookkeeper at \$7 a week.

Young girls who have not the least idea of what they will find in the business world—save salary; mothers who know nothing of business duties and the qualifications which their daughters should possess are crowding the wage earning field with mediocre workers who never get out of the \$7 a week class.

Only the exceptional woman finds happi-

ness as well as success in the business world.

Some succeed, but at the cost of health and some happiness. Others find happiness in the work because they use it as a means to an end, bringing happiness or comfort to others.

But the average woman is not strong enough to achieve the supreme success which satisfies, nor unselfish enough to work day after day for the comfort of some loved one.

The men and women who write clever stories about successful girls living in studios and posing as experts, with a chafing dish, do a lot of harm and plant some mischievous seeds in the minds of girls who know nothing of city or business life.

Somehow these writers forget to tell about the days when the studio was a garret, or worse still, an unheated, ragged hall bedroom, and when the chafing dish was a tincup held over a gas jet in fear and trembling, lest a captious landlady might find you out. When they write about the clever, clear brained woman who is indispensable to financier or philanthropist and draws a salary in the thousands, or of the buyer who goes to Europe twice a year for her firm, they forget to picture the dreary life of the filing clerk who works in the office next to the successful private secretary, or the stockgirl, whose skirt seldom brushes that of the buyer.

There are few private secretaries and buyers. There are thousands of filing clerks and stockgirls—all getting less than \$7 per week.

It is all very well to say that any girl can lift herself out of the \$7 a week class, but I do not agree with you. I have seen it tried by girls in whom the spirit was willing, but the flesh and the mentality weak.

And the estate of those girls after they had tried and failed was worse than it was when they went stolidly about their dreary routine of duty.

On the other hand, I have seen girls who scored complete failure in business blossom like flowers in domestic life and develop into excellent wives and mothers.

The great trouble with American women is that they always go to extremes. Just

now the pendulum has swung far off toward a business life, a money making career, and not until women realize that there are thousands of \$7 a week workers, to one \$70 a week wage earner will the craze subside.

The inexperienced mother imagines that she is doing her daughter the greatest possible kindness when she permits her to go into business. It is not until the daughter has drained the cup of business failure and retired contentedly to a domestic life that a second or perhaps a third generation of girls will be properly warned against the disappointments that lie ahead of the \$7 a week worker."

In considering the wages of the girl no allowance is made for long years of preparation that were necessary to fit her for the position. Her apprenticeship counts for nothing where wages are concerned. She must take what is given her or make

room for another who will. The outlook for the girl is no better in business than it is at anything else, in some instances not so good, for there are a number of employments where organization does some good for the female employe, but there is little offered in business except in rare instances. But in holding out inducements for the girl to take up a business career only the marked successes are told, the failures are not worth telling and, besides, they are so many.

The question will doubtless be asked, "What shall the girls do to help themselves?" We answer candidly that as long as so many millions of them are prepared to rush into employment, compete with men for work and contribute their part toward keeping down the wages of men, that we cannot answer the question. Some occupations are better than others, but none of them is what it is cracked up to be.

## Women In The Sweated Trades Of Philadelphia.

FLORENCE L. SANVILLE.

**I**N certain industries three characteristics seem often to go hand-in-hand,—inadequate organization, the presence of large numbers of women, and the sweating system. In Philadelphia twenty known—and probably many unknown—industries compete in this demoralizing race toward industrial inefficiency; and among them, as in other cities, the garment trades hold an unenviable first place.

In the garment trades, which alone are subject to the sub-contracting system, the women take up their work at the final stage of the disorganizing process. As might be expected, it is the women of the foreign element who have, in their ignorance, become victims of this merciless travesty of industry. In Philadelphia, the Italians have become the chosen nation; and the small, crowded homes of the Italian district in the southeastern part of the city

are those which have been most ruthlessly invaded by this particular variety of work.

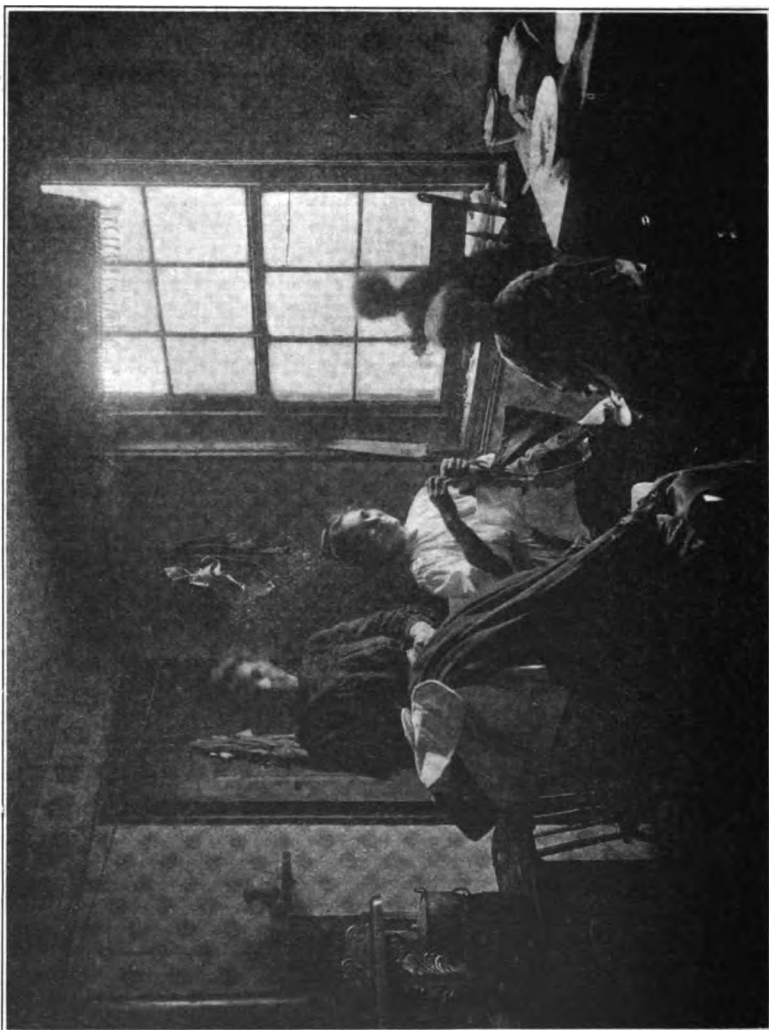
There are no figures to show even approximately how many women are engaged in finishing garments at home for ready-made wear. The most recent official report of tenement and dwelling house work is now five years old; the number given then by the Department of Factory Inspection was 2,003. There is no reason to suppose that these figures, however, represent the actual conditions of the year 1902, for a large proportion of home workers have never secured permits, and therefore have never been recorded by the Department. But even were 2,003 the whole story for 1902, the five years which have since intervened have seen an increase in the trade and an influx of Italian immigrants which would make old figures look a mere shade by comparison.

In a single alley of twenty-one houses,



seventeen are occupied by women who make a mockery of a living at garment—generally trouser—finishing. The most prosperous worker, living in a two-room apartment with her three children and her husband, works on a very high grade of material; and she earns, the ready-made counters of any and every

group brings up the rear of this exploited army. In a barren room of a twelve-family tenement house, the writer found a fully-dressed man asleep on a mattress among a pile of finished trousers, ready for their return journey through the sweatshop, to the ready-made counters of any and every



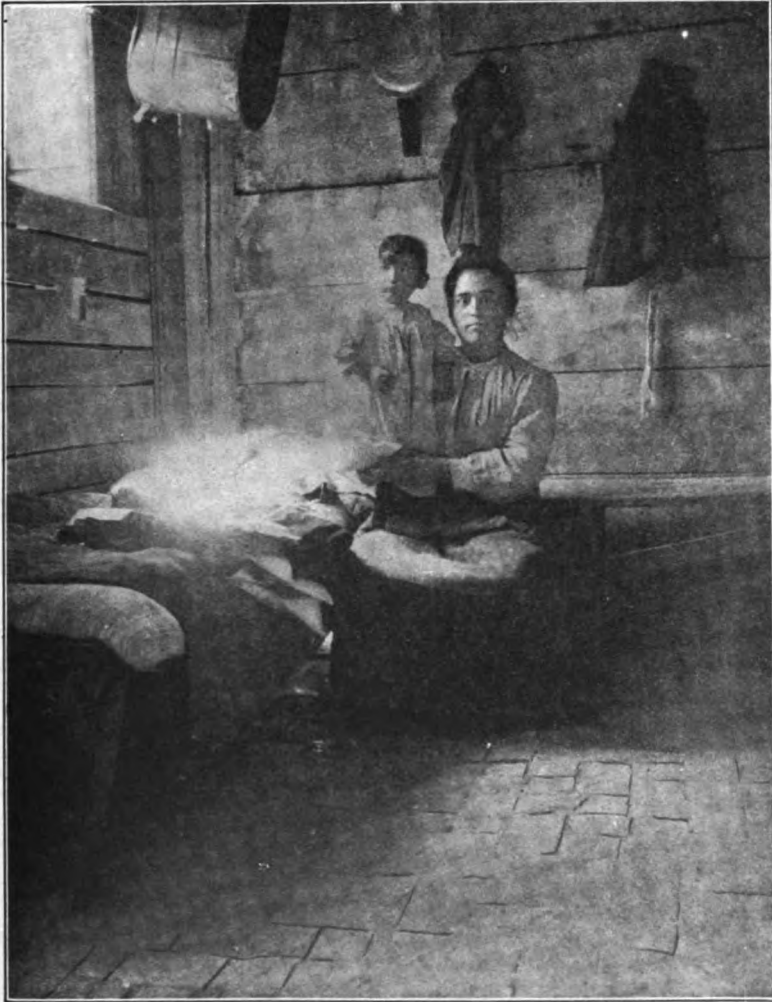
WORKING WITH SILK ON HIGH GRADE TROUSERS.  
8 cents is the highest price paid.

with the partial help of her little girl, 80 to 90 cents in an eleven-hour day, 8c. a piece being the rate paid on these silk-lined, silk-worked trousers. Behind her in the scale, drags the army of women doing an equal amount of work on cheaper materials for a wage of 6½ cents a pair. But a tragic retail store; by the narrow window in the adjoining room, with two small children gazing questionably at the visitor from her protecting skirts, sat the wife and mother—a competing force in one of the wealthiest industries in the country—busily finishing trousers at 24 cents a dozen pairs.

Forty-eight cents represented to her the earnings of a ten hour day.

The writer was fervently hoping that the lowest step in this stairway into industrial iniquity had been reached, when she came upon a woman and a little girl of twelve years in a tiny room on an alley, busily at-

was 12 cents a dozen pairs; a twelve-hour day for the two pairs of hands could scarcely bring 50 cents. This was fortunately the only example discovered in which such a stage of industrial robbery had been reached. But just as this case had come to light accidentally, so it is all too prob-



A FINISHER OF TROUSERS AT 6 CENTS A PAIR.

tacking a huge pile of cheap trousers. The work proved to be similar to all the rest—namely, finishing the pockets, sewing in the band, making two buttonholes, felling the hems, and sewing on the buttons. The compensation which this worker received

able that a systematic investigation would reveal many another such tragedy.

Similar conditions exist in the other branches of garment-making—coats, overcoats, and children's clothes, as well as (to a lesser degree) women's garments. All



A HIDDEN SOURCE OF CLOTHES. SOLD ON PHILADELPHIA'S BEST STREET.  
The work is done in a dark rear kitchen and bedroom combined.

these are subject to the action of the sweating system at its height, with sub-contracting as the main prop of the whole infamous structure. In other trades, the transaction between manufacturer and home work-

er is very largely a direct one. Many and surprising are the forms in which industry has crept into and usurped the crowded family rooms in our vaunted "City of Homes."

The purchaser of a dainty undervest could probably be unutterably shocked were she to stumble—as did the writer—over a huge, tightly filled sack of these garments in the dark passage-way of a small house in the Kensington mill district. The woman, of the house, apologizing for the mishap, explained that she had been running the silk ribbons through the vests, and was now waiting for the *wagon* from the factory to call for the bag, and bring a new lot—to such an extent has it become a system! Twenty dozen vests—the work of two days—were in the sack; her labor on the entire sackful was rewarded by \$1.00, under the prevailing rate of 5 cents for a dozen undervests.

In the same neighborhood, supported by the same textile industries—the boast of Philadelphia—are women who spend their days in making and knotting the fringe of

shawls and bedspreads. Eight yards of fringing is required for each article, and the worker receives 5.4 cents for its completion; 65 cents represent the earnings of a twelve-hour day at this occupation, and out of this munificent sum the worker supplies the frequently breaking needles.

The vigor and freshness of a base-ball game seems a far cry from the close intensity of sweated labor, but the compact little missive upon which the game depends could give anything but a merry tale of the history which preceded its triumphant career on the diamond. It, and many like it, were covered, stitched and waxed by women in their homes who received 8 cents a dozen for the exacting work. Out of the 32 cents which a ten-hour day provides, the worker supplies tacks, tweezers, and wax for the base-balls. The firm munificently supplies the thread and needles.



RAG STRIPPING FOR CARPETS, AT 2 CENTS FOR 240 YARDS.

The room, 6 x 12 ft., is Kitchen, Bedroom, Workroom and Dining Room for three people.



SILK-LINED OVERCOATS AT 11 CENTS EACH.

It would make long and perhaps tedious reading to enumerate the details of the twenty varieties of work which have been found in the homes of this city. A few others should be mentioned, however. Among them, box-making and necktie-finishing are capable of returning the most satisfactory results. Paper boxes are completely made in the homes—with the exception of cutting the cardboard strips—for prices ranging from 15 to 85 cents a gross. At these rates, the income for a twelve-hour day ranges from 75 cents to \$1.32. In necktie finishing, a skilled worker can make as much as \$1.00 in ten hours; but the daily wage drops considerably below this for the average woman.

The stripping and sewing of rags for carpet is an ill-paid and unwholesome form of home work that brings one woman 15 cents for ten hours' work. The rate is 2 cents a pound (240 yards) of rags. Thirty-five

cents a yard is the retail selling price for the finished product; and as  $1\frac{1}{2}$  pounds of rags make one yard of carpet, it follows that  $1\frac{1}{2}$  cents worth of this woman's labor brings in 35 cents to the retailer!

There is a three-fold significance to this distortion of industry, depending upon the point of view from which its ugliness is viewed; these three view points are those of the manufacturer, the buying public, and the worker herself. For the manufacturer who places out the work, the repellent features of sweating are successfully hidden. The system represents solely profit to him. He has seized the opportunity to save the rent, light, and general service that would be involved if he provided proper work rooms; to escape the limitations placed upon hours of labor by legislation on one hand and organization on the other, and successfully to keep down wages by playing off, one against the other, ignorant, dis-

organized and helpless workers who have not even the bond of acquaintanceship in this, their common employment. There are manufacturers who give out material in certain trades, who maintain that they do it against their will at the demand of women who insist upon working at home. In isolated cases this may be true; but it is notable that in that most exploited of trades, garment-making, no one has—to the writer's knowledge—ever made such a statement.

To the community that buys the product of this unregulated labor, the menace is unmitigated by any sort of advantage except, in some cases, a lessening of the money cost of an article. Infinitely greater than this slight decrease, is the cost which a disease or dirt laden article may be exacting from an innocent purchaser. The instance has been frequently quoted of the tubercular patient who was found in a New

York tenement, attempting to meet the cost of the last ravages of her disease by pasting the edges of wedding-cake boxes for a prominent confectioner—moistening the paper with her tongue.

A parallel case occurred only a few months ago in Philadelphia. An investigator for the Industrial Exhibit contracted a severe case of diphtheria from a room in which a woman was finishing children's flannel dresses by the bedside of a child who was ill with a malignant form of the disease. At the Exhibit, where one of these dresses was shown, the visitor usually inquired, after the story was learned, "Has this dress been disinfected?" A very natural inquiry! But to how many homes did those other little dresses carry the disease from which the investigator became so desperately ill, and the child eventually died?

There is another element of cost to the purchaser who apparently saves a cent or



CORNER OF A LARGE SWEAT SHOP.



two on a sweated garment. It is a price which some blunted sensibilities may not feel. But just as the majority of men and women would not buy stolen goods even at a reduced cost, so the usual purchaser would not knowingly buy articles which represent stolen health, stolen time, and confiscated home life of helpless women. Such articles are not cheap. John Spargo\* says it vividly:

"... A recognition . . . of all the monstrous wrong and tragedy hidden in that word 'cheap' would do much to diminish the evil. We need in our modern life

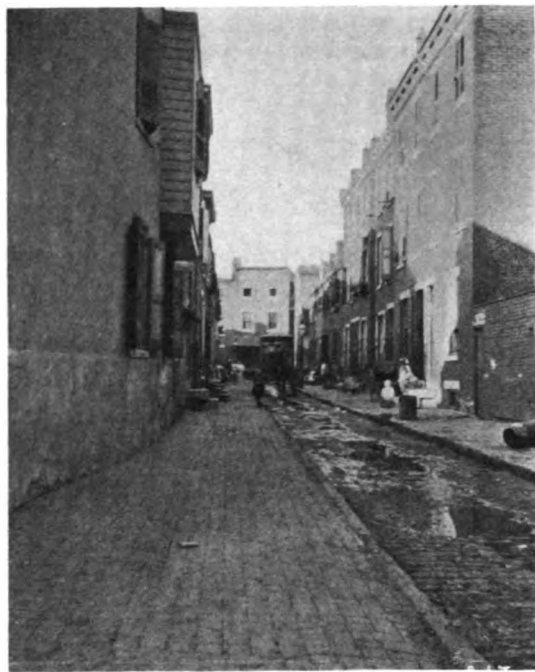
things which are cheap only by reason of the sacrifice, or risk of sacrifice, of human life and happiness, are too costly for human use."

To the worker herself, the sweating system hides its real features behind a mask of necessity or convenience which only the more enlightened have the intelligence to remove. A crusade which had as its object the total eradication of this industrial disease, would meet with indignant opposition or despairing appeals from three-quarters of the victims themselves. One phase only appears to them. Angelina's husband is making insufficient wages at his place of work to support the family, and here is a readily-seized means of adding the necessary extra dollar to the weekly income. Or a woman has been left a widow without support, and with small children whom it seems impossible to leave during the day, so that work at home is indispensable.

An outcry would also probably arise from the women who does home-work for "pin-money." But she is an unmitigated evil in industry who embodies all the wrongs inherent in the system without even the apology of necessity, and may be dismissed without an argument. Neither do such women occur in great enough numbers to affect the situation.

The woman who attempts to eke out her husband's wage, does it in blind, if devoted, ignorance of the fact that her very act defeats the end for which she strives.

The sweated trades are the last to feel the tendency toward a rise in wages; and in certain branches, the tendency seems to be in quite a contrary direction. A woman on Fairhill street, who two years ago received 8 cents for finishing a coat, now receives 6½ for the same work. There is no less demand for coats, and they are not sold more cheaply. The system here has done its work well. Her husband's wage in the



A NEST OF TENEMENT WORK.

17 out of the 21 houses on this alley are occupied by sweated workers.

something of that spirit which prompted David to pour out upon the ground the precious cooling draught his brave followers, at the risk of their lives, brought him from the well by Bethlehem's gate. The water had been obtained at too great a cost, the risking of human lives, and David could not drink it. We need that spirit to be applied to our social relations. Those

\*John Spargo, *Bitter Cry of the Children*, p. 261.



HOW GARMENTS TRAVEL FROM THE SWEAT SHOP TO THE COUNTERS OF THE STORES.

shop has, logically, been kept or forced down through the throwing on the market of just such competition as hers, and there is need for her to take in more coats, be the return what it may, and work more rapidly on them, in order to keep pace with the increasing family expenses, and the shrinking income. But how is this ignorant Italian, who knows only that she receives a two-dollar bill at the end of the week wherewith to buy small Tony his much-needed shoes—to ferret out this grim and disheartening economic fact?

The widow with little children, although in the nature of things an exceptional case, presents at first sight an even more formidable argument; but it has no more real value than the former. The same helpless factor has been for years as the stock argument of the opponents of child-labor reform. In the employment of young children, as in the sweating system, the easiest and most pernicious way out of a difficulty has been grasped. The farce of supporting a family on his insignificant wage, at the risk of becoming later an illiterate and brokendown public charge, is being recognized as no longer the province of an im-

mature, growing child. The community will perhaps have to bear a hopeless burden later; let it rather assume a hopeful one now. In the same way, if a woman cannot leave her children in order to engage in wholesome and reasonably remunerative work, then agencies, public or private, must meet these exceptional cases. Such agencies do exist now in large numbers, and would increase proportionately as the need for them. The woman who endangered the health of a community by sewing children's dresses at the bedside of her diphtheritic patient was attempting to keep herself and her sick child alive on her daily wage of *35 cents*, representing 13 hours of work. Before her child was taken ill, she was besought by a neighboring settlement to leave the child at the day nursery, and take up factory work; but home work seemed readier at hand, and she refused. After the child's death, she did enter a textile mill, and is now earning \$7.00 a week, for five and one-half days' work.

As a matter of fact, any one acquainted with the homes of these misguided workers knows that the mother's "care of the children" is a cruel irony. The children are



of necessity allowed to run on the street, play with dangerous objects, eat hastily prepared apologies for meals, while the mother, whose hands are already normally full with the duties of such a household, bends every energy in keeping up the unequal struggle—with the help of any child that is old enough to wield a needle.

No real argument seems to be of avail in favor of the continuance of sweated work for women. The invasion of already crowded homes, low wages, unlimited hours, and child-labor spells out the cost to the worker. After years of agitation, a certain amount of public sentiment is awakening, and manufacturers are beginning to respond. A certain manufacturer and retailer of men's and boys' clothing in Philadelphia advertises in the newspapers, (untruthfully, alas!) "No sweatshop-made clothing!"

Some few clothing manufacturers are slowly providing facilities for normal factory work, and are thus showing themselves sensitive to public pressure. The buyer of underwear at Philadelphia's most prominent retail store said to the writer only recently, "I have passed when we will stand for handsomely constructed establishments within which are sold goods made in insanitary, wretched hovels. People won't stand for it—and every article made in my department is bought with some reference to the conditions under which it is made."

Could this buyer only make positive his assurance of good conditions; could his zeal but transmit itself to the buyer of every other department, might we not—in spite of a depressing present—have certain hope for the future?

## The Social Conditions Of A Factory Settlement.

**T**HE Erwin cotton factory was founded in April, 1892, near the western boundary of the city of Durham. It was incorporated with Mr. B. N. Duke as president; Mr. Geo. W. Watts as vice president, and Mr. W. A. Erwin as secretary and treasurer. These men have held their respective offices since the foundation of the factory. The buildings were completed and ready for operation in the spring of 1893. At that time there were 5,000 spindles and 200 looms, with about 200 operatives. In the year 1894 they increased the number of spindles to 10,000 and looms to 400, employing about 375 operatives. In 1896 the number of spindles was increased to 25,000 and looms to 925, and since that time regular employment has been given to 850 persons. Each year mechanical improvements have been added to every department of the factory and the building itself has been repeatedly enlarged. The main product of this factory is blue denim, which is shipped to all parts of the United States and to foreign countries. Twenty-five men are employed in the

shipping department alone. About 462 boxes, each containing 24 bolts of 66 yards, are shipped every week. There has only been one fatal, and several slight accidents, since the factory was established. The minimum wage is 10 cents per day, and the maximum wage is \$1.75 per day.

The population of this factory settlement numbering 300 in 1892, increased to 2,500 in 1902. The settlement is called West Durham and extends one-half mile square, with the factory for its center. At first there were only a small number of three-room houses built near the factory by the mill-owners. The enlargement of the mill and the increased number of operatives caused the company to see the necessity of building more houses. Several larger houses were built containing from five to eight rooms. These were usually rented by two families each. Private land-holders owning land adjoining the company's tract, upon seeing the increase of the population began to build dwelling houses which they rented to the company. These houses were then rented by the company to the operatives. There

are at the present time seven or eight land-owners renting out at least six houses each. During the early settlement of the village, the population cared little for private property, moving from factory to factory whenever they wished a change, but in the last four years there has been a general awakening of a desire to own property, and thousands of dollars have been spent by the employes in erecting their own homes. These houses are usually large and comfortable, built on modern plans. The houses rented by the company are kept in good sanitary

expressionless face. The mantelpiece displays a great variety of vases, toys and childrens' china cups and saucers, while at one end hangs a bird's nest holding a large China Easter Egg gaudily painted. The bed room is scantily-furnished, containing only two beds, a machine, and a few chairs. No pictures nor ornaments are found here. The kitchen serves for dining room also, and in case of very large families for bed room. The table is spread with a red oil-cloth, blue dishes and bone-handled knives and forks are used. In the hall are found a



BEFORE THEY WENT TO THE COTTON MILL.

condition so that the death rate is comparatively small.

Owing to the size of the families who live in the three-room houses the rooms are somewhat crowded. The furniture for the most part is cheap. The "front room" usually contains a bed, small lounge, a three legged rustic table which holds a large family Bible, a parlor lamp, and a red or blue plush album. A small tin trunk and a cheap organ are always seen in the room. In one corner of the room is an easel holding a large gilt frame from which stares a pale

trunk, washstand and a bicycle, while coats and bonnets hang on nails driven on either side. The houses owned by the operatives are much better furnished.

There are two justices of the peace but the secretary and manager of the factory has naturally much more power than the magistrates. All forms of vice are closely watched and driven out. The mill bosses act as deputies, for instance; if a wrong is committed the boss under whom the culprit is working either discharges him or reports him to the secretary. The secretary either

reproves him and reinstates him, or if the case is serious, gives him a final discharge. Occasionally an employe angered at his discharge enters the mill, and gaining opportunity, draws a sharp knife across the loom, severing the warp. There have been in one day as many as seventeen warps ruined in this way, which means quite a loss to the company. This mode of vengeance was more popular several years ago than at the present time.

There are fourteen stores in this little village that are owned by private parties;

The "company store" controls the greater part of the trade of the village. This is a large brick store with departments for dry goods and groceries. The store was formerly owned by the mill company and kept by men under their control, but it has been bought by a private firm and has since increased its capacity and its trade. The merchants often lose rather heavily by crediting the operatives, some of whom suddenly disappear with their families, leaving the debt unpaid. This is detrimental to small grocers who often have to go out of



A GROUP OF COTTON MILL HANDS AT HOME.

eight grocery stores, two drug stores, two millinery establishments and two markets. The grocery stores are for the most part run on a small scale, carrying a line of cheap foods and country produce brought in by farmers. The drug stores are not so well furnished as those of the city, as they are only branches from the large firms of the city, but they carry a first-class line of drugs. The milliners usually carry a line of cheap flashy millinery which is marked by its gaudiness rather than by its durability. The markets are only small branches of the city

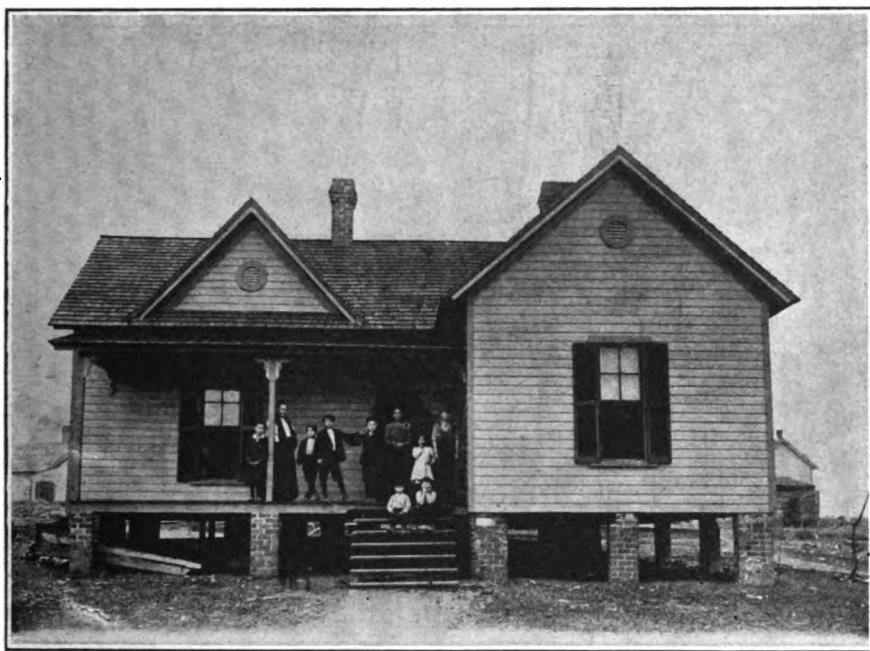
business on that account. The operatives always buy on credit and wait for pay-day to settle their accounts. They are paid for their work Monday night and on Tuesday morning each merchant receives his per cent of the weekly wage.

On Tuesday can be seen a number of agents of all kinds. The life insurance agents call for their weekly payments and the book agents visit each house with handsomely bound, highly colored illustrated volumes of recent productions such as "Life of Moody," "Life of Gladstone,"

"Galveston Flood," "Apples of Gold in Pictures of Silver," "Life of Queen Victoria" and "Life of President McKinley." The illustrations are noticed at first, then the books are placed on the table in the "front room" for ornamental purposes. The people are easily persuaded to buy prettily bound books. The Jewish or Syrian peddler with his heavy black pack goes his rounds showing laces and household goods which are bought because of their cheapness. The man with music charts sells dozens at \$5.00 each. But the agents for enlarging photo-

there are six persons attending Trinity Park High School. The number of children on census blank not attending school this year is 367; males 171, females 176. Number under 17 years not attending any school; males 137, females 125, total 262. In most cases the reason why they do not attend is that they are working in the factory and the wages are absolutely needed. Fifty-three families having children of school age did not send any of them to school this year; 228 did.

The graded school has a principal who is



TYPICAL HOME GROUP.

graphs are more successful than all the others except the stereoscopic agents. There is not a house in the village which does not possess two or more enlarged photographs. There are two shoemakers' establishments, and two barber shops.

It is said by the manager of the mill and others that 90 per cent of the operatives can read and write. Very little interest in education beyond this is shown by the parents. The children of the village have easy access to a well equipped graded school. Besides those attending the graded school

a graduate of Trinity College, and four teachers. There are 275 students enrolled; 140 boys, and 135 girls. Their ages range from 6 to 18. The number of pupils of different ages is as follows: 6 years 45; 7, 31; 8, 35; 9, 35; 10, 32; 11, 24; 12, 33; 13, 10; 14, 12; 15, 3; 16, 6; 17, 2; 18, 4. There are seven grades including work as high as algebra and Latin. This school runs nine months on \$2,200.00 and the expenses are met by a property tax of 18 per cent on the \$100.00.

The group life of this community seems

to be in a favorable condition. There is a tendency among the men to congregate on account of their mutual interests.

There are three churches—Baptist, Methodist and Presbyterian—whose pastors are well educated men. The Episcopalians also have services on the first and third Sundays in the month, at a hall owned by the secretary of the factory. The Baptist and Methodist churches are about ten years old and are largely attended. The Presbyterian is only five years old. There are 300 members of the Baptist church and 280 of the

in general are very liberal in aiding their fellow laborers in destitute circumstances.

There are eight other organizations: Junior Order of American Mechanics, Knights of Pythias, Daughters of America, West Minister League, Erwin Literary Society, Epworth League, and The Woman's Christian Temperance Union. These societies are managed by committees. The Epworth League has accomplished more for the social development of the community than any other of these organizations.

A cooking school has recently been organ-



THE CHILD TOILERS.

Methodist. The Baptist church is self-supporting but the others are missions. The Methodist church pays its pastor \$450.00 per year and to this salary are added an appropriation from the missionary board of the Methodist Conference of \$75.00 and a gift of \$100.00 from the president of the factory. The Baptist church pays its pastor \$600.00. The churches are natural centers for other organizations, social, political and religious. The controlling idea in the case of most of the beneficial societies is to provide for burial and help during sickness for their members. The people

ized and is regularly attended by 25 of the girls who work in the factory. They have weekly three lessons, at night, in a small building rented for the purpose.

The operatives find their amusements in various ways, the habit of congregating at the drug stores is a form of social life in itself. They frequent the park that is owned by the secretary of the mill, every evening during the summer. Large numbers take the street cars every night for the city park and spend money for ices and rides on the "merry-go-round" that might better be used in education and in other directions. The

churches have concerts, festivals and ice cream suppers which are always well attended. On these occasions music is furnished by the local brass band, which is an organized body of 30 members, who are employes of the mill. Many of the people regard the church as a means of social recreation and amusement. A few years ago the secretary of the factory invited Trinity professors and others to lecture in the public hall. These men, often not understanding the people to whom they spoke, made lengthy discussions on sciences, great men and aestheticism. To young people who have had a few months schooling these discourses were boring and were soon scantily attended. But when a minstrel show comes

to the hall, the place is crowded. Sunday is not regarded by the young people as a day of rest but as a day of amusement. The cars are crowded on this day more than any other, and many are the bicycle races and buggy rides. On almost every Saturday night during the summer and winter a party is given by some one, and great crowds are invited each time. All kinds of childish games are played and thoroughly enjoyed by all of them.

This social study of the West Durham factory settlement is the result of an investigation. Thirty families were taken to represent the whole community. Not one refused information.

## “Equality—Oh, Equality!!!”

JOSE GROS.

**O**N February 22d, Washington's birthday, three citizens of high degree delivered orations at the Johns Hopkins University, founded by the richest American 120 years ago. One of them, a private individual, warned the present generation against the republic's peril from the large fortunes that some manage to accumulate. The next orator, a college president, did not approve of any opposition to large fortunes. Then, in relation to our railroad troubles, he declared himself against government control, on the plea that it would produce yet greater troubles in a nation like ours, which derives its life from party politics. The third orator, a governor of one of our most important states, recently elected on a so-called reform wave, said that the rights of the individual carry the right of wealth accumulation. He thought the only thing we need, for all of us to be in clover, is—obedience to the law on the part of all, from top to bottom in the social scale.

Let us commence our analysis of the above hash, by the governor's ideas. Before he asserted that the rights of the in-

dividual carry the right of wealth accumulation, he ought to have proved that the rights we give to every individual are sound and not distorted. He also should have proved that any kind of wealth accumulation is bound to be right, under the laws we see fit to have. Don't you see how even our supposed most intelligent citizens talk at random, always refusing to go down to —First Principles, to what we honestly owe to each other?

What now about that old platitude on—disobedience to law, of which all despotisms have been complaining ever since the dawn of history? Disobedience to law as something of a constant and important evil; that can only mean that the grand ensemble of laws benefits some and hurts somebody else. All laws are bound to do that which are not laws of equal rights. The actual meaning of equal rights is what no nation has ever yet tried to understand. Before we understand that, we must try to agree on an honest definition of the word—equality.

Equality, not formalistic, but complimentary, in connection with sound human development, is—“The natural element of the

positive brotherhood spirit by which alone each one of us can attain full manhood and the best joys, by simply granting the same to all through absolute equity, honesty, in the laws of the social group, and hence by discarding all laws of privilege and favoritism from all industrial activities."

If from the sayings of the governor, as we criticised, we pass to those of the college professor, we can only say that, as most of that class in every nation, he made his ideas on social development as clear as mud. He gave us to understand that while effete nations can be improved by certain governmental processes, our nation cannot, on account of our political entanglements. Just as if all governments had not more or less consisted in political intrigues on the part of two or more sets of shrewd fellows bent upon preying on the rank and file of each nation!

The only orator who was a little honest in his address at the Johns Hopkins University, was the private individual. He at least implied the need of something to be done, in governmental action, tending to check all dishonest wealth accumulation.

Take now the last exhibition of Wall St. on March 13th, when \$300,000,000 in security values disappeared, under the power of concentrated wealth. That exhibition is generally considered to have had but one object, that of checking the efforts of the national government towards a reduction of railroad rates. The immediate result is described by the *Chicago Public* March 23d as follows: "The Wall St. pirates wanted deposits of government money in their faro banks. They got it. They also wished a gift of interest on their government bonds three months in advance. They got it, too. They desired to be relieved from radical legislation of several states. The governors of those states have been told to stop that. The government of the United States has been transferred from Washington to Wall St."

As a matter of history all governments have thus far been the slaves of an oligarchy of wealthy chaps in each nation. No

government can be anything else under rotten, monopolistic tax and money systems, as all nations have ever had and are yet having.

Those two wrong elements are at the root of all favoritism in law, of all the repulsive inequalities which convert the combined life of each nation in—a somewhat regulated pandemonium, in a perpetual chaos which, resting on a certain degree of order, can have, so to speak, life eternal on earth, a wretched eternal life for the human race, as long as the race itself is not destroyed through a cosmical cataclysm.

The combined life of humanity and nations should rest on a close co-operation with God and His universe of glory. It is yet a perpetual antagonism against both, in the physical as well as in the spiritual realm, in all relations, social and religious. Our laws and traditions, our conventionalities and our fatalisms veto the free play of all natural and divine decrees. That poisons the whole gamut of human life. That blots out the real brotherhood of men, the genuine Fatherhood of God.

We have no objections to find that some form of fixed scientific processes presides over every department of the physical universe. We yet love to imagine that only human or divine fancies lie back of all human development, in the order of conscious duties. Healthy human growth, in the orbit of social life, is but the last link of phenomena in the visible universe we live.

It is also the select rhapsody or musical combination in the symphony of creation, or shall be, when we see fit to live the full life that all the forces around invite men to enjoy. But then, we are yet so timid, so cowardly, in the moral order of our growth, so afraid of our best selves, afraid of the potentialities for good that the Father has given us; that we prefer to suffer and sin and sin and suffer, rather than to grant to each other the power we all have received for a terrestrial life, giving to every one a full taste of the greater glories in the beyond.

# THE FIRESIDE

This Department is open to all women friends of the Brotherhood.

## Ladies' Union Meeting, St. Louis, Mo.

The L. A. to the B. of R. T. Lodges Nos. 28, 57, 95 and 252, of St. Louis, Mo., and Nos. 171 and 389, of East St. Louis, Ill., will hold a Union meeting on May 8th and 9th at Turner Hall, 1508 Chouteau avenue, St. Louis, Mo., to which all sisters are cordially invited.

MARGARET GABBERT,  
Secretary No. 28.

## The Ancient Codger Slips A Cog.

It was an ancient citizen who ambled to my den  
When I was busy with the things pertaining to  
the pen;

Also when I was busy with the things relating to  
The butcher, baker, grocer and some other chaps  
a few.

He closed the door—it never creaks, the hinges  
have been greased,

He sat himself upon a chair and straightway he  
released

The logic of his ancient lore about the long ago  
When he was but a little boy ere I was born,  
you know.

He talked about the difference between the then  
and now;

He praised the people of the past, and added:  
"But, sumhow,  
Things ain't the same as once they was, when I  
was but a lad."

I nodded an assent and said: "That always makes  
me glad."

"Then dresses that the women wore was woven  
well by hand,

And they would last for years and years—my,  
what a lot they'd stand

Of wear and tear—'pon honor, made when I was  
but a lad."

Again I nodded an assent and said: "That's not  
so bad."

"I had a pair of boots at ten, I wore 'em twenty  
years;

The greatest boots I ever seen; and now it brings  
the tears

To me when I think of them things I had when  
but a lad."

"Grew with your feet—great Scott! Great boots!  
That must have pleased your dad."

A gleaming tear it trickled down the ancient cod-  
ger's cheek;

He rose to go, he went away and never stopped to  
speak;

He closed the door—it never creaks, the hinges  
have been greased;

And I was all alone again, from boredom thus re-  
leased.

—HORACE SEYMOUR KELLER, in *N. Y. Sun*.

## A Chance.

She possessed a mind discerning,  
That was stored and crammed with learning,  
And her thoughts, forever burning,  
She could suitably express.

All her sentences were rounded  
And her words imposing sounded.  
I was really quite astounded  
As I listened, I confess.

It was rather an infliction,  
All this verbal unrestriction,  
But her elegance of diction,  
Each precise and polished phrase,  
And the beautiful selection  
Of the words and their connection  
And her most correct infliction—  
They were quite beyond all praise.

But I saw her very lately,  
And she did not talk ornately;  
All that language suave and stately  
She no longer kept on tap.  
She was saying, "Bessums, diddums!  
Where de bad old pin got hiddums,  
In his muzzer's p'ecious kiddums,"  
To the baby in her lap.

—Selected.



## The Child Slave.

### I.

For a little bread and a little meat,  
For two poor soles for his weary feet,  
For a tattered coat and a bed of rags  
And a curse or a blow if he ever lays—  
For the right to live as a worm may live—  
He gives up all that a child may give.

### II.

Ere he tastes the joy to which youth is heir  
His brow is seamed by the marks of care;  
Before he has learned that he has the right  
To set his goal on the fairest height,  
He is robbed of hope and deprived of zeal  
And bound for life to the racking wheel.

### III.

Our God, we say, is a God of love,  
And we preach of glories that are above,  
But never, whatever Death has in store  
For the little slave when he slaves no more,  
May the glee of youth he has never known  
Or the joy of winning become his own.

### IV.

He never may know that the world is fair,  
And he never may struggle above despair;  
He is robbed of the chance that he had at birth  
To claim the price that a man is worth,  
And, with limbs that ache and with eyes that  
plead,  
He is crucified on the cross of Greed.

### V.

For a little meat and a little bread  
And a little rest when the day is dead—  
For the right to live as a worm may live—  
He gives up all that a child may give;  
And we speak with pride of the grace we claim  
And with love we mention the dear Christ's name!

S. E. KISSE.

## The Fireman.

Here's to the fireman, working all night,  
Keeping the fire all glowing and bright,  
Pausing a moment to straighten his back,  
And again to his work, for of work there's no lack.  
The fireman's hand is not the hand  
That guides the powerful work of man,  
The engine, up the mountains steep,  
And through the tunnels, dark and deep,  
And o'er the bridges that sway and swing  
At the touch of the almost human thing.  
But the fireman's work must the fireman do,  
And his arm is steady and strong and true.  
The pick and the shovel the fireman wields,  
And he watches the needle until it yields,  
And rises higher, and higher still,  
For the panting engine must climb the hill.

His face is black and his clothes are soiled,  
His hands are rough and hardened with toil,  
But a truer heart man never possessed  
Than the heart that lies in the fireman's breast.

Now this is a thought for the fireman as he goes  
upon his way:

The engineer of tomorrow is the fireman of today.  
Be strong and steady and faithful, and God will  
be your guide,  
And some day you will be the man who sits on the  
right hand side.

MISS LYDIA M. DUNHAM.

Lehigh Tannery, Pa.

## Statement of Claims.

PORT HURON, MICH., April 1, 1907.

Previously paid .....\$259,640.17

Paid Since Last Report.

|     |                                    |    |        |
|-----|------------------------------------|----|--------|
| 663 | Nancy Sawdy, Chicago, Ill.....     | \$ | 500.00 |
| 663 | S. L. Borth, Ft. Worth, Tex.....   |    | 233.33 |
| 664 | L. M. Rector, Carbondale, Pa. .... |    | 500.00 |
| 665 | L. A. Davison, Nashua, N. H. ...   |    | 500.00 |
| 666 | Sophia Wagner, Cumberland, Md.     |    | 500.00 |
| 667 | Geo. Frey, New York, N. Y.....     |    | 500.00 |
| 668 | F. E. Davis, Yoakum, Tex.....      |    | 500.00 |
| 669 | E. G. Waltz, Gdn., Lima, Ohio...   |    | 500.00 |
| 670 | Mabel and Frances Homer, Oak-      |    |        |
|     | land, Cal. ....                    |    | 500.00 |
| 671 | Anna Van Houten, Buffalo, N. Y.    |    | 500.00 |
| 672 | John Owens, New York, N. Y....     |    | 500.00 |
| 673 | W. H. Baker, Harrisburg, Pa.....   |    | 500.00 |
| 674 | James F. Cooper, Columbus, O....   |    | 500.00 |
| 675 | R. P. Grabel, Garrett, Ind. ....   |    | 500.00 |
| 676 | Alonzo Brooks, Buffalo, N. Y.....  |    | 500.00 |
| 677 | Wm. Dunbar, Mechanicsville, N. Y.  |    | 500.00 |

\$267,373.50

Died Since Last Report.

Mina Willson, of Lodge No. 1, died March 4, 1907.

Elizabeth Garna, of Lodge No. 55, died March 8, 1907.

Nora E. Steele, of Lodge No. 267, died February 5, 1907.

Lida McMasters, of Lodge No. 323, died March 7, 1907.

Margaret Kelly, of Lodge No. 42, died March 18th, 1907.

Margaret E. Qualey, of Lodge No. 146, died March 7, 1907.

Emma Lowrey of Lodge No. 111, died March 10, 1907.

Catherine Eyles, of Lodge No. 15, died March 17, 1907.

Rebecca Dixon, of Lodge No. 198, died March 19, 1907.

Carrie Gould, of Lodge No. 292, died March 23, 1907.

Mary Scott, of Lodge No. 114, died March —, 1907.

AMY A. DOWNING,  
G. S. & T.

# TRAIN RULES AND KINDRED SUBJECTS

Send all inquiries to H. A. Dalby, Naugatuck, Conn.

## That Fusee On The Pilot.

The letter which was published on page 137 of the February JOURNAL from the brakeman who attempted to avert a head-end collision by waving a fusee from the pilot of the engine has called forth several communications from trainmen, two of which appear on page 243 of the March number. This month we have received another which we quote:

"In response to your request for opinions in regard to the use of a fusee on the engine pilot, my opinion is that the brakeman who did the act did not understand his business or was not complying with any rule in the Standard Code. He might almost as well have sat in the cab, lighted his fusee and thrown it out the cab window and run by it as to perch himself on the pilot. What he should have done was to notify the engineer to slow down, whistle out a flag to protect the rear end and then grab a red light, torpedo and fusees and light out toward the approaching train on foot. Flagging from a pilot or caboose platform is very poor business and should never be upheld by the JOURNAL in any sense.

"The brother who wrote in the March JOURNAL about flagging from the pilot two hundred yards around the curve to get in to clear on a superior train's time ought to come out to Frisco and get a job flagging debris carts on Market street."

We have also received another letter from the man who was concerned in the trouble in which he says rather regretfully that he gets no sympathy for what he

thinks was the only proper thing to do and that the company refuses any assistance on account of personal injuries. He explains further that there was no red light available and his white light went out.

We expressed our own opinion as well as we could from a distance when the question was first asked and have seen nothing since to change it. We think the letter from "St. L. I. M. & S." in the March number contains some excellent advice in regard to the brakemen reading all train orders. It is what we have many times urged, not only as a compliance with the rule, but as a matter of personal safety. Every man on the train should read the orders and should keep track of other trains met and passed.

### ABOUT RULE 14.

We have received the following letter from one of our readers:

"I notice in the March number of the JOURNAL, under Movements of Trains, a slight mistake either on your part or on the part of the printer in 'train parted' signal. The JOURNAL calls for Rule 12 (d) and 14 (f), which should be 14 (h). Rule 12 (d) is the hand signal which is O. K. Rule 14 (f) is for flagman to return from west on branches. Rule 14 (h) should be correct for whistle signal.

"I just want you to know that some of us read the JOURNAL and try to keep posted. Thank you for past information which I have been benefited by."

This correspondent refers to our explanation of Rule 101 on page 225 of the March

number. Evidently the rule on his road is different from the Standard, for we were correct in our reference. Rule 14 (f) calls for three long blasts of the whistle and is thus explained: "When running, train parted; to be repeated until answered by the signal prescribed by Rule 12 (d)." It is also used as an answer to 12 (d) (which is the hand or lantern signal for train parted) if that signal be given first.

We thank the writer for the criticism. That is what the train rules department is for.

### QUESTIONS.

162.—"No. 3 is a first class train south bound, and gets this order: 'No. 3 will take siding and wait at Peck until 1:55 p. m. for No. 404.' 404 is a second class and a freight. I claim No. 404 should back up and take siding after 1:55 p. m. Am I correct?"—P. P. S.

ANSWER.—While we have seen such an order given occasionally it is so entirely outside of the Standard Code there is no telling what it means. If the superior train reaches the station before the time mentioned it is all right, but if it does not it is all wrong. Your understanding is as nearly correct as any other. The order should never be sent unless there are definite instructions issued to all concerned as to just what each train should do.

Presumably the dispatcher means to put the passenger train on the siding if the inferior train makes it, no matter what time they get there, but the way to accomplish this would be to add to the order, "No. 3 will take siding if they meet at Peck." Orders which cannot be explained by the rules should never be issued. If we were on No. 404 and made the meeting point, we should either get in on the siding or have a flagman out a good and sufficient distance to stop No. 3 and run them through the siding.

163.—"On this road we use the Standard Code. The road is single line and east bound trains are superior by direction. Is an extra superior to another extra because it is moving in the superior direction? Our rules tell us that superior direction applies only as between trains of the same class,

and an extra is of no class. Rule 81 says trains of the first class are superior to trains of the second class, and so on, and that extra trains are inferior to all regular trains. From this I understand that one extra is not superior to another extra (by direction) and Rule 88a says at meeting points between extras, the one moving in the superior direction will hold the main track, and does not say that the superior extra will hold main. What we want to know is, is one extra superior to another extra by direction?"—H. E. B.

ANSWER.—We quote a part of new Standard Code Rule 87: "Extra trains must clear the time of regular trains — minutes unless otherwise provided and will be governed by train order with respect to opposing extra trains." Also a part of Rule 88: "At meeting points between extra trains the train in the inferior time-table direction must take the siding unless otherwise provided."

The provisions of Rule 87 are in effect on every single track road whether there is a printed rule to that effect or not. The requirement of Rule 88 is in very general use although this is its first appearance in the Standard Code.

Your quotation from Rule 81 is from the old Standard Code, and you are correct in saying that an extra is not a train of any class, therefore "right by direction" does not apply as between extras in opposite directions. An extra is not required to look out for opposing extras unless ordered to do so. The defect in the language of old Rule 81 is corrected in new Rule 87.

The rule you quote in regard to extras taking siding at meeting points means the same as new Standard Code Rule 88, that is, the extra running in the direction in which regular trains are inferior to those of the same class will take the siding.

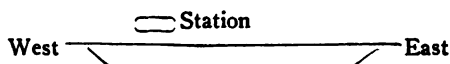
164.—"I would like to ask a question in regard to a station at which the passing siding is located like this:



"It has been customary that when a meeting point has been made at such a station

for the inferior train to pull in at the first switch while the superior train holds the main line up to the last switch, or the switch where the inferior train enters. This is the custom when the meeting order merely mentions the name of the station, for instance, 'will meet at Cherry.' But if it is desired that both trains hold the main track to the station the order reads, 'will meet at Cherry middle switch.' Now, there are some of our conductors and engineers that claim that an engine receiving orders to run extra to this station does not need to take the first switch, but may proceed on main track until the station is reached.

"Then there are other stations and sidings arranged like this:



"When meeting point is made for this station the inferior train enters the siding at the first switch and the superior train holds the main line until it reaches that switch. But there are some conductors that claim that when an engine going west gets orders to run extra to this station that they have right to go up the main to the station. Now, if a 'meet' requires an inferior train to clear at the first switch regardless of where the station is located we would understand that an engine receiving a running order that expires at that station should clear at the first switch the same as it would on a 'meet' order.

"Suppose a work train coming from the east receives an order to run extra to this station (which we will call Orchard) and work extra between Orchard and Cherry (the next station west), would they not need to pull through this siding?

"The question is, when a station is mentioned in an order, what does it mean, the first switch, the middle switch or the station building? If it is the station building, should not the train be clear of the main line when that point is reached, regardless of whether they expect to run farther or not? You cannot always tell whether you will run farther or not."—H. E. B.

ANSWER.—These inquiries bring up the very important question of "What is a station," and we would call attention to the

definition of the word "Station" as given in the Standard Code. It is this: "A place designated on the time-table by name, at which a train may stop for traffic; or to enter or leave the main track; or from which fixed signals are operated." In the second paragraph of Rule 5, in speaking of the time indicated at a station on the time-table we find this: "Unless otherwise indicated, the time applies to the switch where an inferior train enters the siding; where there is no siding it applies to the place from which fixed signals are operated; where there is neither siding nor fixed signals, it applies to the place where traffic is received or discharged."

From these two sources we see that the word "Station" is capable of different meanings according to the sense in which it is used. The only way in which it is used in connection with these questions is with regard to meeting points between trains and in that way we shall treat it. Now, Rules 88 and 89 require the inferior train to "pull into the siding when practicable" and Rule 90 says the superior train "must stop clear of the switch used by the train to be met in going in on the siding." These quotations from the Standard Code indicate plainly that when movements of trains are concerned the "Station" is the passing siding, and, furthermore, that when an inferior train reaches the first switch of the passing siding it has arrived at the station. It is not entitled to the main track at the station, only to the station, unless it has orders to the contrary.

With regard to the situation at Cherry, your road follows the general practice, so we believe, in the use of the passing siding. Unless otherwise specified the siding is considered as extending between the extreme switches. If it is intended that only one half of the siding be used for any particular meeting point and the inferior train is to take the siding at the switch nearest the station building, the fact is stated in the train order or, if a regular meeting point for regular trains, by a note on the time-table.

The same general principles would apply in the case of an extra having orders to run extra to Cherry. If only the station is

mentioned the order expires at the first switch. If it is desired that the train run to the middle switch, the order should read, "run extra to Cherry middle switch."

The same rule applies at Orchard. The inferior train must take the siding at the first switch and if a west bound extra had running orders only to this station they expire at the east switch. The location of the building has nothing to do with the case. The same is true of a work extra with orders to work between two stations. It can use the main track only to the first switch at each station. Your last question, in regard to an engine running west and getting an order to run extra to Orchard and work extra between Orchard and Cherry you have answered correctly. It would, according to the rules, be required to pull through the siding at Orchard. It is doubtful, however, if this would be done. It is also doubtful if a work train crew is scrupulously careful to keep off the main track at the station that marks its working limit, but that does not alter the rule. The writer worked under one superintendent who required that a working order should always state which switch at the station constituted the working limit, and although that practice is not common there is much to recommend it.

Our opinion is that the practice of a work train using the main track at the limits of its territory does not usually call for censure and on most roads it is sanctioned, but we would call attention to the fact that it is not rulable and should be done with the greatest caution. A flagman should be sent in the direction of approaching trains and every measure be taken to insure safety.

165.—"In Standard train orders does the numbering of the orders conflict with their meaning in any way? Take, for example, the dispatcher issues an order that will supersede another order of a higher number than the one itself. It looks queer, but if the conductor dictates to the dispatcher and he says he is numbering the orders to suit himself, would the conductor be justified in refusing to act on the order? In other words, are orders numbered for any-

thing more than to just tell one order from another?"—H. E. B.

ANSWER.—We never knew of an order being issued which annulled or superseded another of a higher number on the same day and do not see how it could be. Rule 203 says train orders will be numbered consecutively each day, beginning at midnight. This would make such a condition impossible. We believe the conductor would have pretty good reason to object. We could not advise any definite course in case of a controversy, however, unless we knew all the facts.

It is, of course, possible that an order may be issued superseding or annulling one of the previous day, in which case the number could be higher, but we believe the date of the order should be mentioned, thus: "Order No. 87 of March 28th is annulled."

166.—"Here is a question on which we would like your opinion. No. 10 runs from A to Z. They leave A and become delayed so that they are 12 hours late at G and lose their rights. Another train, No. 12, is due to leave G at this time, but it is running five hours late A to G. The dispatcher starts the delayed train out of G as 1st No. 12, but before the engineer receives his orders and displays signals an extra comes into G, meets No. 12 as they suppose, and proceeds. At F the dispatcher holds the extra up and gives them time on No. 12, five hours late from A to G. Who would have been responsible had No. 12 and the extra collided between F and G?"—M. H.

ANSWER.—The question is a good one and emphasizes the importance of positive identification when trains meet. You cannot always tell by looking at a train whether it is the one you expect or not. In practically every case it is the duty of the men on the inferior train to find out for themselves as to the identity of the superior train. No one is required to offer this information (unless it be in the case of a break-down, change of identity or some such emergency). While it might have been a measure of safety for the men on the delayed train to call the attention of the men on the extra to the fact, we should say that the latter should have obtained

positive information for itself. If G was a register station the register should have been examined for the arrival of No. 12. Mistaken identity has caused a great deal of trouble and is a matter that should be watched with the greatest care. If an inferior train is on a siding and sees a train approaching, and it is the only train that could fill the expected schedule, it is usually safe to assume that it is the proper train, but observe that this case is different. The train did not approach G as No. 12 nor did it approach on No. 12's time (unless it was preceded by a flagman, being dead at that time). At any rate, the extra did not see it approach. It simply saw it there. It may have been no train at all, simply an engine and some cars. Furthermore, no train had filled No. 10's schedule and it had not been annulled. A reasonable inference would have been that some train had been running as No. 12 and had died on the schedule. We think the extra was almost, if not entirely, at fault.

We cannot help but wonder why the extra did not receive help on No. 12 at G, although that does not help the matter particularly. The dispatcher cannot be expected to give notices to trains in such cases for the reason that the wire may fail. Or he may have tried to send the order to G and for some reason could not do it.

Some roads require trains to exchange a small slip or ticket when meeting, so as to show what train it is. Others require the crew to call out the crew of the other train, and on still others the caboose is equipped with an indicator showing by a transparency what the train is. If there is nothing better provided, men can call out to each other as they meet, and this would not be difficult when one train is standing still and the other moving slowly. The whole matter resolves itself into the fact that an inferior train must be sure of the superior train at the meeting point. If there is any chance for mistake make inquiries of the crew. Take the safe course and run no risks.

167.—"This section runs from A to Y. I was on a 3d class train, No. 58, in superior direction. I received Order No. 9

at S: '1st No. 5 will run one hour thirty minutes late Y to A.' Also received Order No. 10 as follows: '2d No. 5 will run two hours and thirty minutes late Y to A.' I took the siding at V, a non-telegraph station, to meet 1st No. 5, which went by two hours and fifteen minutes late and never whistled nor displayed any signals. The dispatcher had decided to run 2d No. 5 as 2d No. 7 from Y to A on account of 2d 5 falling back behind No. 7's schedule from Y to A. Do you think I was justified in leaving V in the face (as I thought) of 2d No. 5, holding an order that 2d No. 5 was coming along two hours and thirty minutes late? I might say that I refused to go as there was a chance that the engineer on 1st No. 5 forgot to display the signals and if we went out and met 2d No. 5 there is not a tribunal in the world that would not put blame on me. If the engineer on 1st No. 5 (after hearing of the collision) just put out those two little green flags and said he whistled signals that would be all that would be necessary. I refused on Rule 106."—K.

ANSWER.—This is another case where there is no rule to govern except Rule 106, and we should say you were justified in taking the safe side. You should have been notified when the arrangement with regard to sections was changed.

168.—"There is somewhat of a dispute in regard to the following change of time-table. No. 1 on the old time-table is due out of A at 11:05 a. m. No. 1 on the new time-table is due out of A at 11:55 a. m. No. 1's time on the old card at B is 11:30 a. m., at C 11:55 a. m. I am on an extra at B and No. 1 of the old time-table has passed me on time. Is it necessary for me to get orders on No. 1 out of A on the new time-table after No. 1 on the old time-table has passed me at B? The question is, can another No. 1 be run out of A on the new time-table to C on the same date? I claim that when No. 1 on the old time-table assumes the schedule of No. 1 on the new time-table they assume the schedule from initial point to terminal the same as if they had started from A on the new time-table."—G. E. S.

**ANSWER.**—The questioner does not say when the new time-table takes effect, but we judge that it is between 11:30 and 11:55 a. m. We will assume that the change takes place at 11:40 a. m.

According to the "date" principle, which is a part of the revised Standard Code Rule 4, No. 1 on the road is authorized to assume the schedule of the corresponding number and date on the new time-table and there can be no train started from A at 11:55 a. m. or at any later time that day. The "date" principle may be explained in this way: There can be but one train No. 1 leave A on any one day and if one such train has left, there cannot be another, no matter whether there is a new time-table or not. Now, in this case, No. 1 left A at 11:05 a. m., and while it is on the road, say at B, the new time-table takes effect. This train is authorized to take the schedule of the same number and date that it was using before the change. Supposing this is on the 20th day of the month, it has been running as No. 1 of the 20th and it is entitled to continue to run as No. 1 of the 20th. Referring to the new time-table it finds that No. 1 of the 20th is due at B, for instance, at 12:20 p. m. It waits at B until that time and proceeds. In regard to No. 1 at A after the change of time-table, there has been a train of that number leaving A on the 20th, the schedule has been used for that day and no other train can leave A as No. 1 that day. As concerns the extra in the opposite direction, it has met No. 1 of the 20th and is not required to look out for any other train of that number on that date.

The above is the meaning of the "date" principle. It is authorized by the last revision of the Standard Code but it is used as yet on but few roads. It does not appear in the old Standard Code and if it is the official understanding on any road still using the old Code it is only by special ruling, for the rule does not express it in any form of which we know. It is probably not in any rule except what is modeled after the new Code.

If you are still working under the old Code and have no special instructions to

the contrary you are simply up against the same difficulty that Rule 4 has always presented. It authorizes the No. 1 that is on the road to take the new schedule and run from B and it also authorizes another train to leave A. No other meaning can be taken from the old rule. It is simply a defect which was never remedied until the last revision of the Code. If you still work under this rule it is clearly the duty of your superior officer to give instructions as to what should be done under the circumstances you describe.

Both the old and the new forms of Rule 4, together with the "date" principle were fully explained in the *JOURNAL* of June and July, 1906, and as this is a most important matter we advise a most thorough study of it by our readers. We believe the time is not far distant when the "date" principle will be universally adopted and it should be understood by all, whether in use at the present time or not.

169.—"New time-table takes effect at 6 a. m. On the old time-table there is no No. 6, but on the new time-table there is a No. 6 due out of the initial point at 6 a. m. Can No. 6 run the same date that the new time-table takes effect or must it wait until the following date? Some claim that it cannot run because Rule 4 says in part: 'No train shall run on any division until it is due to start from its initial point on that division after the time-table takes effect.' I claim that No. 6 can run as No. 6 the minute the time-table takes effect, or 6 a. m. the same date."—G. E. S.

**ANSWER.**—Rule 4 of the new Standard Code reads, in part, as follows: "Each time-table, from the moment it takes effect, supersedes the preceding time-table and its schedules take effect on any division (or sub-division) at the leaving time at their initial stations on such division (or sub-division)." According to this we should say that No. 6 would be due to leave immediately upon the taking effect of the new time-table.

**RULE 4** of the old Standard Code contains this provision: "A train of the new time-table which has not the same number on the preceding time-table shall not

run on any division until it is due to start from its initial station on that division, after the time-table takes effect." Under this rule No. 6 cannot leave until the next morning as that will be the first time it is "due to start from its initial station on that division after the time table takes effect."

We never knew of a case like this and it is our opinion that the situation should be avoided by making the time-table go into effect at a time when no question could arise in regard to this train, say at 5:55 a. m.

170.—"Would like to have your decision on the following order: 'Engine 151 will run extra A to F, will meet 1st No. 91 at E and has right over 2d No. 91 to F.' Supposing E is a blind siding, extra 151 takes siding and meets 1st 91. 2d 91 flags to E on the 1st. 2d 91 displayed signals. Has extra 151 a right to proceed from E to F against 3d No. 91?"—C. L. E.

ANSWER.—We assume that if any one were to argue that extra 151 could proceed to F for 3d 91 he would claim in support that the order gave it right over the 2d and all following sections as far as that station. Our opinion is, however, that after it meets the 2d section it has no further help on the 3d. The order is intended to help it against the 2d and when that section is met it must be governed by the rules in regard to all following sections. We must keep in mind that the 3d section may not have received the order, it being held by the fact that it cannot pass the 2d.

This is our opinion and it is what we have always taught, but it is one of those questions that are not clearly answered by the rules, and in all such cases we advise asking your own superior officer for definite instructions as to how you should act.

171.—"Order No. 54 is issued as follows: 'To C. & E. Engine 31 at A: Engine 31 will run extra A to D and will protect against extra 50 between A and B until 5:15 p. m.' This was made complete at 4:44 p. m. Order No. 55 was issued, 'To C. & E. Engine 50 at B: Engine 50 will run extra until 6:05 p. m., between B and A and will protect against extra 31 south after 5:15 p. m.' This was completed at 4:45 p. m.

Extra 31 had copies of both orders but extra 50 had only Order 55. Should extra 50 have had copy of Order No. 54? These two trains met head on at 5:15 p. m., half way between A and B. Both trains were without protection when they collided. Who is responsible for the wreck?"—V. C.

ANSWER.—If the trains met exactly at 5:15 p. m. we should say both were responsible. Extra 31 had orders to protect until 5:15 and extra 50 to protect after 5:15. Since extra 31 had both orders it would look as though their responsibility were the greater if there were any choice. It would have been better to have sent both orders to extra 50, though the Standard Code does not require it.

The orders are not according to the Standard Code. We presume extra 50 was a work extra, though the order does not say so. There is no other form requiring an extra to protect *until* a certain time, although we do not know as such an order is forbidden. All the forms relating to protection are to be effective *after* the time specified.

The revised Code requires all work trains to protect against extras in both directions unless especially relieved from so doing by the terms of the order. From this it seems evident that the orders are not patterned after it. If patterned after the old Code there is still the deviation from the rule in the use of the word "until." It would be interesting to know what excuse the crews made at the investigation. Did extra 31 overlook or mistake the meaning of the word "until?"

172.—"Recently we received the following order on our division, which is entirely double track. 'No. 2 will use west bound track H to C with right over all west bound trains.' We were an extra west bound, and got this order at C, and by consulting time-table we found that we had ample time to proceed to E and clear No. 2's time. But the conductor treated it as a holding order claiming that No. 2 has neither right, class, direction nor time shown on the west bound track. If it has not where is there a rule that says No. 2 shall not carry white signals on this track? The train arrived without signals displayed and



we proceeded without a clearance. Is that correct?"—L. F. P.

**ANSWER.**—Not knowing what the rules require on the road from which the question came it is difficult to give an answer on any good authority. The order is not according to the Standard Code form so it is not certain that the Code is in use on that road.

If there were no rules to the contrary it would be a natural inference that the extra could go to E for No. 2 if it could make that station and clear its time. But the Standard Code explanation under Form R (which is the one intended to authorize such a move) would not justify this understanding. D-Form R gives this example: "No 1 has right over opposing trains on No. 2 (or eastward track) C to F." This means the same as the form indicated in the question and in itself would seem to warrant the understanding we have mentioned, but the explanation is as follows: "A train must not be moved against the current of traffic until the track on which it is to run has been cleared of opposing trains. Under this order the designated train must use the track specified between the points named and has right over opposing trains on that track between those points. Opposing trains must not leave the point last named until the designated train arrives." Note that the track mentioned in the order must be "cleared of opposing trains" before the train can move, also that

"opposing trains must not leave the point last named until the designated train arrives." Now, if these rules are in use they would mean that the extra cannot leave C until No. 2 reaches there.

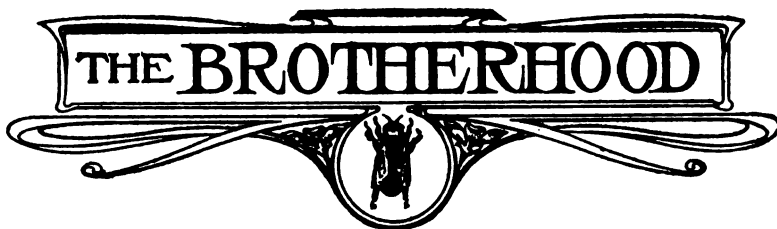
Our opinion is that the Standard Code rules were formed on the assumption that the order would be used only to move a train from one crossover to the next, in which case they would be properly worded, but if the order is made to include several stations, as it does in this question, it does not provide for an inferior train in the opposite direction making any point between those mentioned in the order. According to the Standard Code the conductor was right, but according to a common sense view we should say he was wrong.

As to No. 2 being considered an extra when running on the wrong track and displaying white signals, the rules do not intimate anything of the kind. The form of order certainly considers that it is still No. 2 and we do not know why it should not be bound to observe its schedule on the opposite track as well as on its own. Rule D-151 says that trains must keep to the right unless otherwise provided, but it does not say anything about their losing right or class if it is so provided.

This is a good question and we shall try and find out what this form of order is intended to mean. Can any reader of the JOURNAL give us more light?



# THE BROTHERHOOD



There is no free list.

Send all remittances for subscriptions to the Grand Secretary and Treasurer. See Section 30 Constitution, Grand Lodge.

Letters for this department must be written on one side of paper only, written with ink and must be at the office not later than the 12th of the month to insure insertion in the current number.

All changes of address, communications pertaining to the Journal, etc., should be sent to the Editor. Do not send resolutions.

When the Journal does not reach you, immediately give us your name, correct address and the number of your Lodge.

## Canal Zone.

As I believe that the conditions here are not known or understood, I will try and explain the conditions that have come up lately.

A short time ago a bulletin, signed by Mr. J. K. Stevens, as Chief of Isthmus Canal Affairs, was posted, which abridged the conditions promised in the provisional appointment given to the engineers, conductors, trainmen, steamshovel men, and in fact all gold men. This bulletin caused much discontent and a demand was made by the steamshovel men that it be withdrawn. This was refused and a bulletin posted, slightly modifying the former one. The steamshovel men also demanded more money; they were told to wait until the first week in April, when Secretary Taft would be here with full power to treat with the men. As I understand it, the matter rests there.

The engineers drew up a new schedule regarding pay demanded—\$210 per month; present rate \$180. They have delivered the committee their written resignations to take effect if the demand is not granted.

The conductors have done the same, the demand being \$210 per month; present rate \$170, but also ask for over time after eight hours and for Sunday. The impression here is that the demand will be granted. This move is not made as members of the O. R. C. or the B. of R. T., but as members of the Panama Conductors and Panama Engineers and is 100 per cent strong. On this issue they are together.

The trainmen here have also a local order; just how strong it is I do not know, and they are getting together, and I understand they intend to ask for \$160 per month with the same conditions regarding over time and Sundays as the conductors. Their weak point is that they did not get together in time to get the engineers' and conductors' schedule to contain any mention of white trainmen. The Panama railroad has never had any white trainmen on their trains and the Panama railroad is being covered by the prospective schedule as well as the Isthmus Canal road. The latter have one, and sometimes two, trainmen on their

trains. If the conductors and engineers get an increase, the trainmen probably will get it too, as an act of fairness but, without the conductors and engineers' schedule containing a demand for white trainmen, it can be pointed out by the powers that be, that, as the Panama railroad does not need them and does not use them, and as the Mexican roads do not use them, they can be done away with on the Isthmus. You see, I am trying to show as nearly as I can, the conditions as they are and, as I presume, they will be looked at by those in authority.

The working conditions of the Canal Commission provide quarters which are fair; the great trouble in single quarters is during the rainy season, soon to commence and to last nine months, during which time there is no way to dry wet clothing. There is no fire place or drying arrangement in any of the single quarters. The quarters are free, but a man needs sheets, pillow slips, blanket and quilts. There is hardly any place to eat except at the hotels run by the commission. The food stuffs are fair, but nearly all the cooks are negroes and the food is simply ruined by them.

Washing is done by negro women, and the clothing is either stolen or ruined. (They pound it on a rock with a paddle.) The married quarters are fair, but it is no place to bring a wife or children. The schools are full of negro children and on most points of the Isthmus there are no white children at all. So a child would lose the school terms of each year here. And, brother, it is the best country I know to keep your wife out of.

So, in view of the disturbed state of affairs here, it behooves every Brotherhood man to keep away from here. Keep away from the Isthmus of Panama!

X.

## Express Messengers.

Please advise how the express messengers working for the Canadian Express Company, which is owned and operated by the Grand Trunk Railroad Company, and the express messengers working

for the Dominion Express Company, owned and operated by the Canadian Pacific Railroad Company, are to organize and become a recognized brotherhood, or to become members of the B. of R. T.?

At present their grievances are great and many. Any member of the B. of R. T. who is acquainted with their surroundings knows they are overworked and underpaid. There is no system of promotion and no limit of duties.

The problem would be solved if they were allowed to become members of the B. of R. T., or be protected by that body.

The messengers cannot organize, as they are dismissed from the service of their company for even talking on the subject.

Cannot you recommend through the columns of your paper an experienced organizer who will see this matter through? It should be an easy task to carry out successfully, with the assistance of the B. of R. T., and the right man to engineer affairs.

At present nearly every messenger who values his position is afraid to speak to his closest friend on this subject for fear of the consequences should his company hear of it. If you will enlighten the express messengers through your valued publication, it is hoped some leader will see their cause looked after with pleasing results.

Very truly yours,

EXPRESS MESSENGER.

Toronto, Ontario.

### Boston, Mass.

Lodge No. 97 is doing very nicely and is able to report everything getting along in a satisfactory manner. In reading the JOURNAL I cannot but notice that the majority of correspondents express the most sad and discontented views of everything in general, as they appear to the writers.

It seems to me that with the vast strides our organization has made in the past few years, we might sometimes in our letters proclaim to the world how thankful we are that we have an organization like the Brotherhood to be our guiding star, and to encompass us with its protection and beneficence.

We believe that we stand second to no other labor organization in the field, and, while we are prospering, let us not be unmindful of the means that have been the instruments for the results attained. I believe it is wrong to feel that we are always getting the rough side of life. The potted plant that stands in my window will always turn its face away from the darkness toward the light; turn it as often as we will, it will always turn to the brighter side of nature and lift its face upward toward the sun.

I think we ought to notice this natural disposition and try to profit from the example set, and turn our faces toward the bright, the cheerful and the sunshine. There is more virtue in one sunbeam than in a whole world of cloud and gloom. I feel that the many references familiar to the public prints, in which the leaders of labor organizations are unfairly criticized and condemned should

not be taken seriously by the men who make up these organizations. I believe when the officer is doing the right thing that he should be commended at the time for his work.

It is not very encouraging for any organization officer to do his best, under the circumstances, and receive the continued criticism of every one. The following bit of sentiment, I think, could well be adapted in this sense to the average man who is giving his time toward bettering the condition of the wage workers, and I think the advice contained therein should not be lost.

Speak not of him sweet words of praise  
When he has passed away,  
But if his life deserves such words,  
Give him those words today.

They cannot charm the ear of death,  
Then praise him while he'll stay.  
If his poor life deserves such praise,  
Then give it him today.

Bring not bright flowers when he is gone,  
To lay upon his bier,  
But with thy sympathy come now  
To soothe the sigh and tear.

Erect no marble shaft where rests  
His silent sleeping dust,  
But let him now, while heart can feel,  
He is worthy of our trust.

One word of kindness now is worth  
Ten thousand when he's dead.  
Then keep them not till he is gone,  
But speak them now instead.

If o'er his life dark shadows fall,  
And you should light his way,  
Don't wait till all his years have fled,  
But bring good cheer today.

If you would honor, do it now,  
And praise him while you may.  
Tomorrow may not find him here,  
Then bring good cheer today.

(Signed)

CONTENTED.

### Wants To Go Backward Five Years.

We brothers down East are not pleased with the makeup of the JOURNAL. It is a very distant organ from what it was a few years ago. I have followed it for some years and I find a big change, and I can't say for the better. As a rule your first twelve or fifteen pages are based on facts relating to foreign countries or nations, something in which we brothers don't care to interest ourselves very much, as we are not making laws for the country, and we can't dictate very much to the law makers, but we feel it our duty to ask you to give us a little more of a railroad man's life than so much of the foreign element that you refer to in the last year or two. I am sure there is not a brother in our Order who would not prefer to see the picture of a Brotherhood crew, either in yard or

train service, than to have pictures from some distant nation we never expect to see or realize any benefit. You have taken out the Directory, or at least it is quarterly. I believe it should be monthly. It is very essential and it is something all of our brothers are asking about. The JOURNAL is calculated to be of interest to our trainmen. All we ask of you is to put the JOURNAL back on the same basis it was five years ago and you will meet with the approval of nine-tenths of the lodges in our Order. We love to see pictures of our brothers or read about them. So, if you will kindly give us more home talent and less of the foreign matter you will confer a favor on your brothers here.

Faternally,  
GEORGE SISCO,  
Secretary No. 14.

### What A Minister Said.

The attached is a copy of a comment on a sermon recently delivered by the Rev. W. A. Sunday, at Kewanee, Ill. I think it is a splendid expression in favor of the union label and labor organization. After showing the label on his coat, he said:

"That is the union label, the emblem of purity, and no merchant can sell me a garment that does not bear the label. All religious people should demand it. If you had visited the sweatshops and tenement houses of the large cities and witnessed the conditions, as I have done, you would not let a merchant sell you anything else. In many instances the entire family are compelled to work at starvation wages, and eat, cook and sleep in one room, which breeds disease and endangers the life of the public, all for the greed of gold.

"Never have I been in a town where for the same length of time I have learned to love the people as I have in Kewanee. Never have I been more kindly treated. I have met all classes from the workingman down to the bankers. We are beginning to appreciate how much we are indebted to the man with the dinner pail. My sympathies are with the labor unions. Had it not been for them men would have been working for starvation wages today. Certainly they have the right to unite so that they won't have to live below the starvation line. The church must never lose sympathy with the man who toils. If it does I will leave it. Greed for gain and power have blinded men to the old-time principles of 'love for your neighbor.' Too often business consists in getting all you can and keeping out of the penitentiary. So often some fellow will pay \$5,000 for a dog and give some woman 60 cents a dozen to make shirts waists, and little children will sit pulling out basting thread so that ma can carry home 15 cents more when night comes. That's the reason I buy my clothes from those who pay the union scale of wages. There are too many who have substituted the penal code for the moral law. We have seen men who have been trusted implicitly in positions of honor become reckless speculators with the savings of the poor. Men are beginning to recognize that if civic righteousness is to prevail, graft in high places is to be checked

and the awful avalanche of wickedness that threatens our destiny will end when employer and employee put into principles taught by Jesus. In a labor meeting in New York City a big husky, broad-chested man leaped upon a chair and shouted, 'Boys, I propose three cheers for Jesus Christ! I proposed three cheers for his imperial majesty, the man with the dinner pail!'

"I am willing to take the platform in behalf of the rights of workingmen. No man ever came to Kewanee who is more in sympathy with the labor unions than I."

J. A. COXES,  
Financier No. 734.

### Highland Park, Ill.

The following donations have been received at the Home for the month of March:

| B. R. T. |         |          |         |
|----------|---------|----------|---------|
| 5.....   | \$12.00 | 370..... | \$12.00 |
| 82.....  | 2.50    | 388..... | 10.00   |
| 178..... | 10.00   | 390..... | 10.00   |
| 218..... | 10.00   | 397..... | 12.00   |
| 224..... | 2.00    | 456..... | 12.00   |
| 240..... | 2.00    | 479..... | 5.00    |
| 299..... | 2.00    | 485..... | 12.00   |
| 341..... | 5.00    | 531..... | 6.40    |
| 364..... | 10.00   | 594..... | 5.00    |

Total .....\$139.90

#### Summary.

|  |          |
|--|----------|
| O. R. C. Divisions .....                 | \$239.07 |
| B. R. T. Lodges .....                    | 189.90   |
| B. L. E. Divisions .....                 | 183.00   |
| B. L. F. and E. Lodges .....             | 60.90    |
| G. I. A. Divisions .....                 | 18.25    |
| L. A. C. Divisions .....                 | 21.70    |
| James Costello, No. 270, O. R. C. ....   | 1.00     |
| Alfred S. Lunt, No. 456, B. R. T. ....   | 1.00     |
| J. C. Wood, No. 564, B. R. T. ....       | 1.00     |
| Members of No. 1, B. L. E. ....          | 3.00     |
| Etta Reidy, No. 4, L. A. T. ....         | 1.00     |
| J. J. Ferdinand, No. 671, B. R. T. ....  | 10.00    |
| Members of No. 464, B. L. F. and E. .... | 19.50    |

Total .....\$699.32

#### Miscellaneous.

Box of books and clothing from W. R. Ober, No. 375, B. R. T.  
Box of tobacco, pipes, handkerchiefs and socks, No. 12, L. A. T.

Respectfully submitted,  
JOHN O'KEEFE,  
Secretary and Treasurer.

### Ten Thousand Watches For Subscriptions.

We can get all we need of them and, therefore, you may earn as many as you like. The factory will be enlarged if necessary to fill our orders. The goods are guaranteed to be just as we have represented them and we stand behind every article we offer.

Our brothers and their families are urged to get subscriptions for the JOURNAL.

Our prize offers are of the best. Our watches are among the best on the market and sell for \$50.00, \$35.00 and \$30.00 and our commissions offered through them run from 100 to 66 per cent, which is about as high as can well be paid for any kind of agency work.

We do not want our brothers to ask their friends to subscribe for this JOURNAL by putting up a plea for charity. There is no charity about it. We contract to give a dollar's worth of goods for the dollar paid for subscription. We want every business and professional man to know something of this organization and we believe that if they will read the JOURNAL they can gain the information desired as well as much other useful economic education that will not hurt them any.

You advise Mr. Businessman that the TRAINMEN'S JOURNAL is a business proposition with you, and him, just as he will tell you that what he wants to sell you is. He would not think of denying a hearing to a solicitor for other business, not by a long shot. If he does not want the JOURNAL, we do not want him to have it, but if he can be persuaded to take it as he takes other publications we want him to have it and we hope our brothers will not let him get away without the asking.

Send for subscription blanks and receipt book, look over the list of prizes in the advertising pages and then get to work, make a little easy over time, and put the JOURNAL where it will do the most good for your Brotherhood.

Ladies are particularly asked to help. Our Queen Watch is a beauty. You can easily get one.

### Milwaukee, Wis.

The time is rapidly approaching, when for a short time, you will be hobnobbing with the Grand Officers and exchanging ideas and thoughts with other master-minds of this organization. You will have this opportunity at the Convention. And while you are there what will you endeavor to do for the Brotherhood? The chances are that you will feel you have done your duty nobly if you even get your name on the minutes as a supporter of one of the almost unending number of motions. Even at that you will have accomplished a great deal. Your vote and the use of your brain is what we expect during the Convention. If those two valuable assets are properly divided great good will result. This Organization has grown so large that a misstep made at Atlanta might seriously jeopardize the welfare of this Brotherhood. It obviously follows that in haste lies the greatest danger that the coming Convention may not result in the "greatest good to the greatest number." (By that last "greatest" I mean the B. of R. T., for they are certainly the greatest.) But the B. R. T. can be made greater than it now is.

To bring about this highly desirable state of affairs we must make material changes in our laws.

One of the changes for which there is an urgent demand is one regarding the separation of the road

men and yard men. It is a change which mine out of every ten yard men would welcome with delight, and which the majority of road men would hail with shouts of joy. It is a change which would, in a short time, add thousands to our membership. It would mean almost immediate disruption of our so-called rival.

I am but one of the 25,000 yard men holding membership in the B. R. T., but I venture to say that the wish I am about to express will find its twin within the breast of at least 20,000 of the above number.

I wish that the Atlanta Convention would pass a law that would force the separation of the road and yard men, and the organization, into separate lodges, of these two classes of employees. Let each have their own lodge room and all other privileges of membership and have as distinct a being as 191 and 128 and yet, like those two lodges, be under the control of the same Grand Lodge Officers. This obtains in a measure at present, but it is like the average hundred-weight of ice, it is too short a measure to give entire satisfaction.

There should be receipts of one color for the yard men and another color for the road men. Each should have separate grievance men and authority to handle their troubles to suit themselves. (Receipts should be of different colors to prevent confusion.) A yard man should not be allowed to join a road man's lodge and vice versa. Yard men should be required to join a yard man's lodge nearest to the point at which he is employed at the time of making application for admission to membership by either card or initiation. Road men should be governed in the same manner. The secret work, ritual, etc., should be alike for both road and yard men.

As to the organization of these new lodges and how it is to be brought about, I offer the following:

Where the two classes are represented the class having the minority of membership shall withdraw and organize a new lodge, providing there are not less than ten members voting to so organize. In any event they are not to hold membership in their old lodge, but must organize one of their own or be transferred to the nearest lodge representing their class. Where membership of each class is equal then the yard men shall withdraw and allow the road men to retain all lodge property, etc. In this case the old lodge should pay the cost of the organizing of the new lodge, charter fee excepted, which, when the number of members transferred shall be less than fifteen, is to be remitted by Grand Lodge. (Kind of jumbled, but all there.)

About the only objection to this plan is that of "additional expense" for conventions.

Let me tell you, the additional expense will be so small in comparison with the increased satisfaction and membership that it is unworthy of being taken into consideration. If you only knew about all this rag chewing among the switchmen all over the country. By allowing the field to be occupied by two organizations when there should be but one is almost criminal. Is there anything, I ask you, which is handier to have around in case of a strike

than the animosity of one labor organization toward another? It is not handy for the man that works, is it? Not on your life! Why should we have two when one could do the business?

The Switchmen's Union experienced a growth of one thousand members last year, and they are twice as rabid as they are numerically strong. You can put a sudden stop to that growth, Brother Delegate, if you will adopt the plan herein expressed as your guiding star at Atlanta. Don't forget it, now. Go out as soon as you read all you want to of this and make inquiries. Find out what is wanted and needed by the men you are to represent. Don't go down there with your head as empty of ideas as the jug that used to hold the whiskey; go prepared to talk to men who have made a study of what is and what is not good for this Order. You alone may not be able to get this wish of mine (and I hope it is also yours) before the Convention assembled. If you fail in getting favorable resolutions passed the first time you try, get help and return to the fray. (I would suggest that you look up a few delegates that are switchmen, if you are a switchman, or roadman delegates, if you are "on the road.")

Whatever you do, don't you dare come back and tell us "it can't be did."

If you can see beyond the end of your own nose you will do all you can to make my wish come true. It will help your Organization to more nearly approach its obvious mission on earth, eliminate forever a great deal of this deplorable distrust and turmoil in the yards, this back-biting and underhand work in high places and forever do away with the possibility of there ever again arising the question as to "who got the raise."

Let us have peace. If you want honorable peace, peace without loss of dignity, peace that will be as lasting as the sun, just put in all the time you can spare working to "make my dream come true."

WILFRED HARRIS,  
MEMBER No. 191.

## Wage Increases—Shorter Day.

The western wage increase and shorter day movement has passed into history. The leaders showed they possessed the qualities that distinguished the real leader, and have, in the past, won the confidence of the men. Their constituents are, as a rule, conservative men, and they would not have placed the unanimous authority to call and sanction a strike on one-half the railroad mileage of this country in the hands of these leaders, had the latter not been in possession of the full confidence of the rank and file, and, deservedly so.

The train Orders are not only performing the functions of measurable protection like all unions should and do for their own members, but are promoting in the non-partisan political field those inherent and fundamental principles that will finally near a civilization built on the parliament of man—the federation of the world.

Our representatives fought nobly. But the fruition of the hope of our more intelligent members was destined apparently to fail. Conditions were, in some respects, unfavorable.

There was no difference between this movement and former movements, but in degree, except in the request for the shorter day. It really accomplishes but little, if anything, of permanent value.

The constantly increasing cost of the living necessities will soon swallow the increases secured. In other words, the fixed number of dollars the wage and salary earner get will very quickly fail to pay for the present standard of living. We will then be stranded again right where we were, namely, our wages insufficient and fixed below the cost of living expense, with our only alternative, except we repeat the late struggle, a cutting out, first one, then another, of the necessities, etc., etc.

These wage struggles can be compared, in effective prominence, to the man who tried to lift himself over a fence by lifting with all his might on his boot straps. Wage increase means *more* than an equivalent increase in the cost of living.

There will be great benefit derived from a shorter day, however, to reduce the hours of toil from ten to eight simply means that where, formerly, four men were employed, that thereafter five men would be at work; where four thousand men were receiving wages, five thousand would be in receipt of wages henceforth.

The increased cost to the employer in paying five men, where before he paid wages to but four men, would inevitably be charged to the cost of the goods, and with interest and dividend charges, *always* greater in ratio than increase in wage cost, the cost of living would soon soar way beyond the purchasing power of the old wages to maintain the old standard of living, and, *once more*, by a *different* route, yet by the operation of the same immutable economic principle, the wage-earner must make the old, old, nerve-racking struggle for another increase in wages if he hopes to keep body and soul together.

The short day (*anything, less than now*, prevails) contains one value that no wage-earner should lose sight of, namely, *it sets the idle man to work*, removing him from the ranks of the professional, or the involuntary strike-breaker. Organized labor should bend every nerve politically and industrially to reduce the daily hours of labor, if for no other purpose than to remove the *idle* man from the labor market. The *idle* man is the one great menace that defeats organized labor in its struggles with organized capital. It is up to organized labor to remove this idle man, by enforcing the adoption of the eight-hour day, everywhere. Self-preservation of organized labor absolutely requires the adoption of the eight-hour day.

No one but the rank and file in the labor field can ever hope to reduce the hours of labor to eight per day. The leaders may advocate its adoption until dooms-day, without effect. Unless the idea permeates the rank and file and becomes a *conviction* with them, the eight-hour day will be forever an iridescent dream.

The writer asks all members of organized labor to always advocate and support every public ownership movement. Its opponents always seek to arouse our prejudice against it by dishonest arguments. They tell us the municipality, state or federal government cannot own and operate indus-

trials as *cheaply* as private individuals can. This claim is untrue. Suppose the postal department was operated by private corporate methods. In addition to payment of the present wages, and maintenance, the corporation would insist on earning not less than 30 or 40 per cent on an honest capitalization, or at least 8 per cent on a capital, inflated three or four fold. Most people appear to think the only costs in the operation of an industry are wages and maintenance of plant. Now if the public pays for wages and maintenance of plant when it buys the goods produced by the plant, pray, does the public not pay the big dividends also? If not, who does?

Let every intelligent man trust and advocate public ownership, and, when once secured, watch and praise or criticize those public bodies and officers charged with managing the plants. There has always been tremendous graft in *private* industries. Let us not grow hysterical when a little crops out in publicly-owned and operated industries, as it did two or three years ago in the postoffice department. The extent of the graft at that time amounted to a couple of hundred thousand dollars. The total business transacted by the postoffice department is between one and two hundred millions annually, making the steal look like about thirty cents. Compare this postal steal of \$200,000 with the Standard Oil annual dividend graft of forty-eight to sixty million dollars on a capital of less than one hundred million dollars.

The Carnegie steel trust annual dividend steal is six hundred and fifty million dollars on an actual capital of less than three hundred million dollars invested.

The oil and steel plants, publicly owned and operated would cost the consumers only wages of employees and maintenance of plant. The hundreds of millions now paid the already over-rich Rockefeller, Carnegie, et al. sanctimonious crowd could then stay where it belongs, namely, in the pockets, of those who must buy oil and steel.

We should also bear in mind that every time we place a plant under the people's ownership and operation, we are reducing, by just that much, the power of the trust to filch from and rob both the wage-earner and the consuming public. And we are helping to destroy the arch fiend of all republics and industrial freedom when we remove the source from which our present oligarchy and absorbants of predatory wealth gain their measured booty, when we advocate, and finally by law, place the trust-owned plant under public ownership and operate it for *all*.

Great Britain and Eastern Europe have most of their water, light and traction plants and many other utilities under public ownership and operation, and in consequence they are free from the corruption so universal in American cities.

Some day American cities will be free from graft and the grafter. It will be when we have complied with the natural law that governs, that underlies the *eternal* law, namely, when we have placed public utilities and all private monopolies under the ownership and operation of the people. May the movement soon set in.

CITIZEN.

## There Is No Turning Back.

"Let timid sailors homeward fare,  
Let fearsome prophets cry "alack!"  
When captains of high purpose dare,  
There is no turning back."

The evolution of the industrial system in that territory covered by the Brotherhood is constantly creating conditions that put to test the courage and stability of its management that could hardly be conceived of when our craft first set sail on the industrial sea.

The frequency of strained negotiations in the adjustment of wages and general conditions resulting to the satisfaction of the railroads and their employes by the grievance committees and Grand Lodge officers of the Brotherhood of late are indeed very gratifying. Hardly a week goes by but the press makes some comment on what is going on in different parts of the country telling in large headlines about the "threatened tie-up," etc., when our committees are negotiating with some system, but when the finish is reached both parties, as a rule, are quite peaceful, better acquainted and glad to have had the advantage of settling their differences in a business-like way and the predictions of the newspapers all fall flat.

Some of the most stubborn opponents of the labor movement have, within the last few years, been brought to a realization of the mistake in treating the employe where matters concerning the conditions of labor are involved in an aggressive manner and the Brotherhood can number a few of them on the long list of its friendly employers of our craft.

The information so cheerfully imparted by the foes of labor who especially have a material interest at stake, telling all about the destructive qualities of the labor organizations and their retro-active efforts upon the industrial conditions are not very well borne out in the face of the present prosperous conditions for both employer and employe. And the peculiar feature about it is the best conditions prevail where the employes are organized best. This ought to be convincing enough to the most biased mind against the labor organization.

While the Brotherhood is enjoying the advantage of dealing with a great many railroads in bringing about more favorable conditions for its members the question naturally arises, to what port are these conditions leading us? Where there is such a friendly disposition to deal fairly with employes as has been shown by many of the railroad companies it should be borne in mind that every member employed by a railroad disposed to deal with him through the Brotherhood should strive at all times to render good service. The day for men who try to shirk every possible duty assigned to them is in its passing stage and the industrial world offers many inducements to the man who performs his duties well. Good service will surely reduce the differences between employer and employe much more than any other known method, and though the conditions at times are of a disagreeable nature, before the proper relations are established, there

can be but very little benefit, if any, derived from a disposition to shirk.

"The man afraid of work must be brave enough to face poverty."

To the one who is following the development of transportation in our industrial system some great changes are in store to take place within the next few years. Already electricity, in some places, has been substituted for steam as a motive power and the results seem to be quite satisfactory.

It is not so many years ago when railroad men scorned the idea of carrying on the work by electricity as it is being done today and it is only reasonable to expect much greater results within a short time for, apparently, the evolution of electricity has passed the stage of experiment. With the perfection of this power new lines will be controlled for the handling of passenger and freight traffic separately where practical; routes so laid out as to cut down the time and distance greatly for trans-continental business which would entail many changes in services now covered by our members. Great are the possibilities contained in the power of our modern railroad managers these times, but up to date we have produced their peer, and the future will find us:

"When captains of high purpose dare,  
There is no turning back."

PETER O'HERN.

### A Legal Department.

I have noticed that the greater part of claims against railroads are made by the employes themselves, and that they are often forced to accept settlements that are inadequate and unjust because their living depends upon their being employed and they cannot afford to antagonize their employers (the railroads). Now if these claims were properly presented to the railroads by the lodge attorney there is less likelihood of the roads attempting to dictate terms of settlement that are insufficient or unjust.

The number of illegal garnishments that are filed against railroad employes would render the services of the lodge attorney of no little moment. Whenever a member of the lodge was garnished he could take the matter up with the lodge attorney and he (the attorney) could often have the garnishment dismissed or at least affect a better settlement than the defendant could should he attempt a settlement without the advice of counsel. The assignment of outlawed claims and the filing of illegal writs of garnishment have been a prolific cause of annoyance and loss to railroad men, making tramps out of good men oftentimes, for the reason that they are garnished on some claim before they have had an opportunity to arrange matters so that they could meet their obligations. There are many instances where the men have been the cause of their own troubles, but this is not altogether so.

The garnishment laws should be amended to read that a man working for a living could not be garnished until he had been in the state for at least one year, unless it could be proved that he

left another state to avoid the payment of his just debts. This is work that properly belongs to the legal department.

In the matter of framing up contracts and scales of wages the legal department could be of great value to the Order. It in general would have a tendency to make things more prompt and secure more attention to grievances. These facts I have noticed in my business, and I now suggest them here. They show of what benefit a legal department would be to the Order as a whole.

The insurance end of the Order could be helped somewhat also. It would be the duty of the legal department to visit the sick brother, ascertain his real condition, and if he had a valid claim assist him in having same adjusted; if the claim be not a valid one it would be the duty of the legal department to so notify the Order.

Now as to method of maintenance of this branch of the Order. This could be accomplished by assessments of a small amount per member per year; this to be used as an expense fund payable to the Grand Lodge and to be used for the expense incident to getting out briefs, books, etc., the payment of the salary of the general attorney and the salary of the attorney of which there shall be at least one in each town where there are one or more local lodges. The total assessment fee to be not more than seventy-five cents per member.

There should be three divisions made of the lodges of the Brotherhood, a Central, Eastern and Western, with one general attorney for each division. Then there should be a local attorney in each town where there is one or more lodges, these attorneys to take care of all local matters of the lodges, call on the general attorney of their division when same shall be necessary and to receive a salary commensurate with the number of members in the local lodge and the amount of work done.

These suggestions, which have gone into detail, are offered for such disposition as the Brotherhood may see fit. Any further information will be gladly given. If these suggestions meet with approval I will feel that I have been of some service to the Brotherhood.

Fraternally yours,

ANTHONY P. FONDA,  
Lodge No. 281.

### The Prevention of Tuberculosis.

For three years and more the trade unions have been coming in on the fight against consumption and now this year in New York City we find them joining forces with us stronger than ever and in a way which is bound to have considerable effect on this great problem of the prevention of this terrible but preventable disease. In place of ignorance and indifference, at the present rate we shall have a public which knows that consumption can be prevented, that it can be cured and that it is foolish and worse to put off an honest and real attempt to get well; that "sure cures" for consumption are merely methods of obtaining money under false pretenses, that consumption is caused by a germ, and that it is courting death to allow



a consumptive who will not take care of his germ-laden sputum to spit on the floor of one's shop or home. These things we are getting before the unions of this city by means of short talks, many of them illustrated with stereopticon views.

This means that the sacrifice of over 10,000 lives to this preventable disease which we see going on in New York City every year is to be stopped, that the trade unions of that city are going to uphold the hands of the public authorities in their attempt to stamp out consumption and that there will be in the future a more vigorous and determined demand for thorough-going factory, tenement-house and Board of Health regulations.

But we cannot be satisfied with what is being done. After all and in spite of the members who have given us a hearing far more unions are on the other side and have still not responded to our request for permission to address them. We want to have extended to us the privilege of the floor by every single union in this city. We will furnish a speaker in any language desired, and where our lantern is not in use at other lectures we will illustrate our talks with stereopticon views, all entirely at our own expense. It is to the unions' own interest to learn of this preventable disease that at present is causing them far more loss in members' lives and union funds than any other one cause. A letter to the undersigned, giving date and hour at which our committee may appear will receive prompt attention.

Yours very truly,

PAUL KENNEDY, Secretary,  
Comm. on the Prevention of Tuberculosis,  
105 East 22nd St., N. Y. City.

### A Proposition of Interest.

I quite frequently read of some unfortunate appealing to our Brotherhood for protection so as to enable him to secure a salary that will assist him in providing for the loved ones at home. Brothers, I sympathize with you, and I more than sympathize with those that have been overcome with misfortune and who are daily struggling for existence on a pittance. My heart goes out for the brothers who are today in the prime of life, blessed with health and strength and having the use of both arms and limbs, but who so thoughtlessly fail to realize what the future may have in store for them. At our last Convention the question of allowing switch tenders to become eligible for membership in our Brotherhood was voted on and defeated, apparently the majority thinking only of their prosperity and expecting the future to be as prosperous as the past. I venture to say that if the delegates who attended our last Convention, and who were not in favor of this proposition, were to answer the roll-call today, many would be present with the empty sleeve and their occupation would be switch tender. I appeal to you to give this important subject your earnest consideration at our Convention in May. If you lose an arm what occupation is open for you? Most always that of a switch tender, and even though you receive the amount of your claim and you still

retain membership as a non-beneficiary member, you pay the same amount of Grand dues and Subordinate Lodge dues as any other brother. Not only do we find switch tenders those, who through misfortune have become crippled, but we find many of our old trainmen and yard men who have had their names on our Grand Register for twenty years or more, and who through the infirmities of old age, or on account of being unable to perform their duties satisfactorily, have been placed in this position and are receiving salaries as low as \$1.35 per day, with no protection. Realize what this would mean to you; could you support your wife and children and pay your dues on this salary? True you would have no grievance assessments to pay, for the only grievance you would have adjusted or the only compensations you would receive would be granted at the pleasure of the superintendent, and they would be very few indeed, if any. Switch tenders' duties are very much similar to yard work and if they were allowed to become members of our Brotherhood, according to the limits of our Constitution, they would be granted an annual interview with their subordinate officers and in all probability receive substantial increases in salary. Whether you are in favor of this proposition or not, remember should misfortune overtake you, and you are compelled to cast your lot with those unfortunates, you will then realize that all I have said here is only too true. The amount paid from our Beneficiary Department to our unfortunate brothers helps to stay the approach of want, but the constant drawing from the bank account in order to make ends meet hastens the day when they realize what the protection of the Brotherhood would be to them. A home for the protection of aged and disabled brothers would indeed be a great benefit to our organization, but the protection of those unfortunates who are daily struggling to provide for themselves and their loved ones at home should be considered by the delegates at our next Convention, for, regardless of our activity or prosperity at present we have no guarantee as to the future, and I appeal to our brothers who will meet at Atlanta, Ga., to bring this subject before the Convention, vote in favor of it to a man. If you do not benefit by it yourself you will be assisting hundreds of unfortunates who today can see no prospects in the future but the poorhouse or the grave. Misfortune is forever lurking in our calling, and who can say who'll be the next unfortunate.

W. D. McLARTY.

### Newark Lodge, No. 219.

I am in a retrospective mood tonight, and my letter will be in that order. While sitting in my easy chair allowing my thoughts to wander they naturally fell into that paramount channel which is an adjunct to any railroad man's mind, viz: railroading, and there came an inspiration.

Having spent the greater part of my life along the line of the old Morris & Essex railroad, and twenty-five years in railroad service, during my

reveries there passed in procession before my gaze many of the old M. & E. men and engines. How well I remember the old "Montreal" No. 11 which with her engineer, "Eddie" King, for many years hauled No. 13 and 14, the Easton Mail, and big George Huff with No. 16, "Lehigh," for many years hauled the Hackettstown express, and how everybody in Hackettstown always listened for the familiar long blast of the whistle which engineer Huff gave every night as he passed over the Muscenetcong river, just out of the town, always at 8:15, and how many nights I went up to the station and climbed in the cab just to get a ride to the upper end of the yard where the train was stalled. And I must not forget to mention the conductor, Charley Humes whom everybody within ten miles of Hackettstown knew. Nor must I forget my old friends "Tom" Keenan and Nate Devoe, the engineer and conductor of Nos. 15 and 16, the old Easton Express. I cannot call to mind Tom's engine at this time. And there was the J. V. Onativia No. 87, I think run by engineer La Touche, with the "Fast Line," as far as Washington, N. J. And there was Tom Malay who ran the 75 "Secaucus" on a South Orange local, and as Tom often said, the only engine which could pull seven cars up the old Newark hill (130 feet to the mile) without a "pusher." Engineer Hart who ran the old "Orange" with the Newark Way Coal and "Abe" Ball conductor and Charley Conell flagman—both passenger conductors now. There was also Conductors Kirby of the Bloomfield branch, Al. Allen of the Easton Mail, and Conductor "Hank" Hoffman, another old-timer who ran a South Orange local for many years, but who is now running the Easton Mail. I worked on the Dover Freight with "Jim" Baker engineer and Chester (Chet) Martin conductor, "Si" Pettie, Gus. Guest and Lou Carter. I believe the latter is the only one of that gang who is on the road today. He now runs between Morristown and Hoboken as passenger conductor. In those days the engines were all named as well as numbered, and they were engines good to look at—not the ungainly machines used today. Up to a short time ago I could give the name and number of them all from No. 1 to 115, but can only remember a few of them now. I well remember, however, the old 67, "Dyanamis"—she was the first 8-driver engine on the road—and ran coal and freight. She was a monster in those days. Others followed her—the "Wawayanda," the "Atlantic," and of the 6-driver class I remember "Sam Schoch," "Percy R. Pyne," "Succasunna," "Milburn," "Chester," "B. G. Clark," "Whippany," and "Manasfield." Of the passenger engines there were two, the "Pequannock," and the "Ringwood," which made record runs. "Si" Armstrong ran the 65 "Port Oram" for a long time with the Bloomfield freight, with respectively conductors "Bates" Dargavel and John Long. Other old-timers are "Billy" Bishop and "Jim" Scripture, "Dick" Horn, George Nichols, George Couch, "Jakey" Rustay, George Voorhees, George Dunlap, Joe Gorgas, "Billy" Osborne and "Jakey"

Osborne; all engineers, of whom Geo. Nichols, George Voorhees, "Billy" and "Jakey" Osborne and Al Dodd are still running engines on the old Division. "Dick" Horn, "Jakey" Rustay, Geo. Dunlap and Joe Gorgas are dead, and Geo. Couch is out of the service and living the simple life at Philadelphia.

Among the old-time conductors, I remember "Bill" Frasher, John Hefferman, N. Devoe, Perry Stanton, "Bill" Lee, Johnnie Mahon, "Gallus" Inschoe, Stuart Frasher. Of these Bill Frasher, "Bill" Lee and "Gallus" Inschoe are dead. John Hefferman is living at Hackettstown, N. J., Perry Stanton is in Long Island, Johnnie Mahon is at Scranton doing duty as inspector on Pocono Mountain, Stuart Frasher is living at Boonton, N. J., and N. Devoe is living in Newark, N. J.

Many of the men I have mentioned have made their last run; but their memory remains with us. They belonged to the old school railroad men, generous, good hearted, whole souled men with whom it was a pleasure to become acquainted. There are quite a few of these men now on the old M. & E. division. What a train of pleasant memories that old name brings out, and of the vast number of the men of the Morris & Essex Division whom I know and have known, many have gone to their eternal homes. There is no more pleasant part of my life than that which I spent along the line of the Morris & Essex Division. It was here I obtained my first real railroad experience. Every town, especially west of Morristown, is of hallowed memory. I shall never forget that part of my life and my regret today is, that being a born railroad man I am not still in the service. But boys out of it or in it, my sympathies and my affections are with you and your work, and I would be pleased to do a great deal more for you than I am or can do now. The only thing I can really do now in my daily trip over your road is to do missionary work for the Brotherhood, and this I am doing frequently. It is my only consolation, therefore I do it gladly. To the members of our lodge or lodges I say, do not forget to attend meetings. Surely you can spare one week day night or one Sunday to meet with us. Make an effort boys. You won't regret it. Yours for the cause.

A. M. DOUGLASS,  
JOURNAL Agent, No. 219.

### Beardstown, Ill.

We have made a good start on the new year and hope we shall keep the goat busy. We have from one to three candidates every meeting and a good many out in the field yet to pick from, so let every brother see if he cannot be the means of getting one more in our fold. We have a good set of officers and I think every one knows it, and we don't have very many complaints of any kind. Every thing moves just clock-work. We have fairly good attendance, but some manage to stay away and have always a good excuse ready to tell when they are asked why they were not up to lodge. We have a nice big hall close to the yards

and the caller can find them without any trouble whatever, so don't be afraid the hall will be full and you will have to stand, as we can always make room for more.

At our regular meeting, April 7th, we decided to have a Ladies' Auxiliary, and every thing looks as though it will be a success. We have over the hundred mark, and lots of married men, too, and the future looks bright for some of our boys; and there is a fine lot to pick from, and a good many of the young ladies have their eyes open.

May our Convention that is to be held this month be the grandest of all ever held and let every one try and do something to make it so.

Business is at a stand still just at present, but the future looks bright. A good many work trains are to go on this summer.

It is understood that our raise becomes effective the first of April and we believe the men are very well pleased, considering every thing.

Any brother passing this way will receive a cordial welcome and we will do all we can for him.

W. A. SHIRLEY,  
Secretary No. 25.

### The American Juggernaut.

The American is not at war. But we are at the business of slaughtering our laboring people and the traveling public as though they were enemies of the nation. Accidents may not always be avoided, but when we remember that much of the casualty is on account of neglect and even greed, it is time for citizens to think. The desire to show large earnings comes in for a share of the blame. Roads allow their roadbeds, rolling stock and equipment to run down, then with a minimum of laborers drive employes to the limit. The great mills and factories do likewise. But plutocrats howl calamity when the public tries to protect itself by legislation; it will have to be done, nevertheless. Thousands of our citizens go maimed for life by this Juggernaut of greed. These half-men are placed at great disadvantage in the struggle for livelihood, and of course are without pension. Sadder than all are the hundreds of thousands of people who are sent to premature graves, leaving in most instances helpless families. The charitable and Christian citizenship must help them, for our modern industrial organization makes no provision for them. If courts, with their endless red tape and tardy justice, fail to grant them damages, pitiable indeed is their lot. We are too prone to accept the casualties of industrial warfare as a matter of course. The old soldier of the civil war is pensioned. This is right. But what of our soldiers of peace? The nation could not do without them a single day. They furnish prosperity in peace and the utilities and substance

for national defense. Some pension system should be evolved.

Dr. Josiah Strong, one of the best authorities in America, estimates our industrial casualties at 564,000 a year. Think of that appalling fact. As there are 525,600 minutes in a year it may be seen that every minute of time crushes one or more of our citizens under the car of this modern Juggernaut. In the three great battles of Gettysburg, Chancellorsville and Chickamauga there were 12,857 killed, and 64,408 wounded. Saying nothing of the casualties in our mines which outnumber those of the Philippine war, nothing of the casualties in our shops and mills which outnumber the Spanish-American war, we are yearly killing more than these great battles. We are nearer to the bloody Japanese war—the bloodiest in history. All this at a time of profound peace. So this horrible thing for which we are all more or less responsible goes on from year to year. Our citizens are maimed, our homes are depleted and few steps by the government have been taken. It is for every labor organization and every good citizen to speak out and demand government inspection and protection.

W. J. DAILY, No. 588.

### Logansport, Ind.

Fidelity Lodge No. 109 is continuing in excellent shape. The advantageous condition in which our Worthy Master for 1906 left us is strongly aided by continuous progress in wages and working conditions secured by our able committees.

The recent victory on the roads west of Chicago inspires many undecided employes to join our ranks as well as renew the vigor and efforts of all members. Many thanks to our labor champion whose able and trustworthy counsel brings to the heart of every Trainman the truth of his title, Grand Master.

There remains some material to work on, but in our territory almost all eligible and thoughtful men readily see the advantages of our fraternity, our insurance and our labor organization. It is rather to our negligent members that I would convey a remark. Let us join in attending our meeting and upholding our motto, Benevolence, Sobriety and Industry. Let us be just and reasonable to our employers and thereby fill the service with men of ability as will warrant the best material to the employer and the public as well as meet the test of our now stringent state laws. Remember no man has done his duty until he has done his best. By following this rule this Organization can know no failure.

J. A. ZANGER,  
Master No. 109.



# EDITORIAL

Vol. xxiv.



No.5

## The Death Roll Of Industry.

A city with 500,000 population ranks as one of the first class in any part of the world. A half million souls congregated together make a mighty army and an assembly that only a few years ago represented the population of more than one nation. The rapid growth of population, facility of interchange by improved transportation lines, the improvement of machinery and consequently the gathering of population close to centres of industry, are responsible for the rapid growth of our cities. We can speak of a city of a half million without thinking anything about it. It is a matter of course, nothing more.

If one of the cities containing a half million people, Cleveland, for illustration, were to be stricken by some dire disaster that would leave every man, woman and child either dead or maimed, to more or less degree, the rest of the country would be speechless with horror. The ablest tongues and pens would fail in their portrayal of the catastrophe and the immensity of the calamity would leave the rest of the population terrorized for the time, unable to grasp, much less remedy the situation.

When we remember the awful story of earthquake and volcanic eruption, of fire and flood, within the last few years and recall the feeling of horror that each event might be repeated elsewhere, the general fear of the populace can be understood. It is the group casualty that counts; the isolated case goes without comment, for it has

its natural, or professional, reason and was to be expected in the course of events.

The industries of the United States demand a half million casualties, ranging from death through the various degrees of injury, that either leave the unfortunate workman totally disabled or so unfit for further service that re-employment is denied him at his regular occupation.

We shudder at stories of foreign corporations that demand the blood and bones of their slaves in the jungles of Asia and Africa and even hint at Congressional action to prevent further demands on the lives and limbs of the blacks in Africa. Yet right here, under our very eyes, there is a continuous slaughter of our own people that passes unnoticed or is accepted as a part of the industrial system and absolutely necessary to our commercial success.

The dangerous employments thus kill and maim, at the demand of commerce and with the consent of the people, the workers who stand like sheep in shambles waiting for the hammer and the knife. Death and injury are no problematical questions in certain employments. The lottery has but few blanks and the usual award is injury or death in a few years at best.

The mines are stained with the blood of their victims; every skyscraper is cemented with the blood and brawn of its builders; every large enterprise is baptized in the blood of its workmen and in the great manufacturing centres the demand on life

and limb is greater than we even dare guess. The railroads annually demand almost one-fifth of the entire number of deaths and injuries and yet, remedy falters and shrinks back at the opposition of the corporations that demand the right to kill and maim as a part of their business. An employer takes it for granted that it is the business of his employe to die or be injured if it comes in the regular way.

No one knows what the death roll numbers in certain employments and, apparently, no one cares. Nothing is done to remedy the matter, so it continues. Not so many months ago frequent disappearances of employes in one of the steel manufacturing districts caused inquiry on the part of some of the foreign consuls and, while nothing ever was announced to show the result, the statement was made, unofficially, that the disappearances were caused by deaths that were the result of "professional risk."

Allegheny County, Pennsylvania, annually rolls up a casualty list of 8,000 as her share of blood and brawn that has to be paid as the price for the maintenance of her industries. The same story is told from every mine and manufacturing centre, differing only in degree as compared with the number of employes.

The railroad casualties interest our readers to a greater extent than do the others for they, the readers, furnish the victims. Our latest official government reports for the last fiscal year advise that one man out of every 133 employed was killed and one out of every nine employed was injured. The degree of injury is not given and we therefore judge the fact by the records of our own organization which show that for every fifty-eight members one claim has been paid for death or total disability and three-fourths of these claims have been paid as the result of accident.

The Interstate Commerce Commission shows, in its report ending June 30th, 1905, that 95,711 employes, passengers and trespassers were injured or killed for that year. To be exact, 9,703 were killed and 86,008 were more or less injured. Of the employes we find that 1,990 trainmen were killed and 29,853 injured; switchtenders,

crossing men and watchmen show 136 killed and 883 injured and other employes show 1,235 killed and 36,097 injured. The coupling and uncoupling accidents show that there were 230 killed and 3,543 injured.

In the same time there were 537 passengers killed and 10,457 injured as against 441 killed and 9,111 injured during the previous year. For 1905 there was one passenger killed for every 1,357,856 carried and one was injured for each 70,655 carried. This is the difference between the danger to the employe and the passenger.

The passenger mileage for 1905 shows that 44,320,576 miles were run for each passenger killed and 2,276,002 passenger miles were run for each passenger injured. The number of freight train miles accomplished for each train and yard man's death or injury is not given. If it were the employes' casualty mileage would not look well when compared with the passenger casualty mileage.

We have made several attempts to secure greater safety by legislation and, aside from the Safety Appliance Act, the remainder of the attempts are waiting for their life on the decision of the Supreme Court of the United States. The laws enacted have been strengthened or made safely operative by Supreme Court decisions and it is to be expected that in due time all of them will either be changed so as to cover the necessary ground or be declared operative as they now are. But, at the best there are certain conditions that cannot be overcome without the exercise of the greatest caution and, consequently, that great bugbear of railway operation, loss of time.

It may appear out of place for one to commend the Safety Appliance law and at the same time call attention to the casualty records, but if it were not for the law there is no telling what this list would show.

The railroad companies fought this statute just as they fight every other law and yet, if it were not for the use of the air brake and automatic coupler they could not haul the tonnage they are hauling. They object to every proposition that seeks to preserve life and limb because they have had a right to kill and maim for so many

years that they accept it is a "vested interest" and cannot understand why an employe should be so particular about a little thing anyway.

The greatest causes for so many casualties are to be found in heavy trains, high speeds, long hours and, hurry. The heavy tonnage trains are always in the way and the men always on edge for fear of being in trouble because of it. High speed trains are run with "heaven born rights" that the lowly tonnage, non-rebate, train dares not check. To get in the way of one of them means, something doing, and that, something unpleasant.

Injury results largely, from what the railroads term, contributory negligence. That is, the trainman tries to get his work done in the least possible time and he takes chances with the equipment. He does not wait for several things to be done that the rules say shall be done under certain conditions. If he did he would lose his job because he did not take chances. The safe-

ty rules are not made to be observed by the employe, they are made to protect the employer. A simple matter that means the trainman loses whichever way he accepts the situation.

Long hours contribute their full portion toward the casualty records, for men wearied and sleepy, are not fit to be trusted in so dangerous an occupation and then there is the other great fact, tacitly admitted by certain managers, when they say, "Our lines must all be rebuilt within the next six years," of running present day tonnage and high speed trains on roadbeds and tracks that were originally intended for about half the weights and speeds now put on them.

But the people demand all these deaths and injuries, or so it appears after reading of their submission to the demands of all corporations against safety legislation. It is the crime of industry, not entirely necessary, but permissible because the force of corporation demand is so powerful that life and limb must be lost to satisfy it.

## Employers' Liability Act Constitutional.

Thus far there have been five decisions on the constitutionality of the Employers' Liability Act, two of them have been against and three in favor of it with the decision of the United States Supreme Court to be announced.

The fellow servant doctrine, which was based on the old law of England found its reason for life, as given in an opinion delivered by Mr. Justice Field, to the effect "That one cannot recover damages for an injury to the commission of which he has directly contributed, is a rule of established law, and a principle of common justice. If his fault, whether of omission or commission, has been the proximate cause of the injury, he is without remedy against one also in the wrong." This rule was formerly recognized as a part of the common law of England, but has been repealed. It was, and is, in some respects, the law of the

United States and was also to be found in the Roman law.

According to the decisions confirming the constitutionality of the Employers' Liability Act, the statute creates a new right and a new obligation. The power of Congress to enact laws for the government of interstate commerce concerns, and to protect the employes thereof, is recognized and the right of an employe to recover for injuries sustained through the negligence of a fellow employe, even though he himself, may have been in part negligent, is admitted.

The cases on which these decisions were awarded were all on appeal from railroad companies, based on various reasons, principally, however, on the ground that the Act was not a regulation of commerce within the meaning of the commerce clause of the Constitution, that if it were a regulation of commerce it extended to intrastate

commerce, that intrastate and interstate commerce were so closely commingled that it was impossible to make it apply and because it was a violation of the fifth amendment to the Constitution of the United States which provides that "no person shall be deprived of life, liberty, or property without due process of law."

The last reason given against the legality of the law appears inconsistent with the preceding demands unless it is to be taken for granted that the employe willingly deprives himself of life and liberty in order not to deprive the employer of his property.

The jurists standing for the law all agree that the law is progressive and that Congress has the right to provide for the protection of the employes and the power, by legislation, to occupy the entire field of interstate commerce.

In marked contrast to the narrow interpretations given by the decisions against the law, the jurists standing for it have declared that the Act was wholly within the Constitutional power of Congress to regulate commerce. The others stood for State rights and the enforcement of the police powers of the several States as legal.

The first decision in favor of the Act was given by Judge Hanford, in the United States Circuit Court, for the Western District of Washington, Northern Division, in the case of John A. Plumer vs. the Northern Pacific Railway Company.

The plaintiff had been injured while working for the Company, and brought suit to recover. The jury awarded him a verdict of five thousand dollars. The case was appealed, and the appeal granted because the case was submitted to the jury under instructions which assumed the Employers' Liability Act to be valid and applicable to the case.

In granting the petition of the defendant, the judge declared the Act to be constitutional, but not retroactive. The following is a syllabus of the decision of Judge Hanford:—

1. The act of Congress of June 11th, 1906, relating to the liability of common carriers engaged in commerce between the States to their employes, commonly called the "Federal Employers' Liability Act," is a regulation of interstate commerce, and is

within the constitutional power of Congress to regulate commerce.

2. By the Federal Employers' Liability Act, the law of the country has been radically changed, but it is harmonious with, and not more radical than other laws enacted by Congress in the exercise of the power conferred by the interstate and foreign commerce clause of the Constitution, which have been uniformly acquiesced in by the people and enforced by the national courts since the first shipping law was enacted by the first Congress in the year 1790.

3. The similarity of the Federal Employers' Liability Act to the laws affecting the rights of ship owners and mariners is obvious, and the Constitution contains no suggestion of a more extended grant of power to regulate the business of carriers by water than the power to regulate the business of carriers overland.

4. A retroactive statute enacted by Congress is not unconstitutional, unless its effect would be a deprivation of life, liberty, or property, without due process of law; but where a statute like the Federal Employers' Liability Act creates the new right and obligation of comparative negligence, its remedies cannot be applied to occurrences antedating the passage of such act without working a deprivation of property.

The second decision was given in the case of Henry Spain vs. the St. Louis & San Francisco Railroad Company, in the District Court for the Eastern District of Arkansas, Judge Trieber presiding. The constitutionality of the act was attacked upon two grounds; first, that Congress has no power to create and enforce liabilities growing out of the employment of servants by carriers, even if those carriers be engaged in interstate commerce, and, second, if it has such power, the language of the act is so general as to include intrastate commerce, and both are so inseparably connected as to make the whole act unconstitutional. The Judge in making his decision said: "In passing upon the constitutionality of an act, the courts are governed by certain well settled rules. Statutes are always presumed to be constitutional, and this presumption will be indulged in until the contrary is clearly shown; statutes will be so construed, so far as it is possible to do so, that they should harmonize with the Constitution to the end that they may be sustained. On the other hand, if the statute is declared unconstitutional, the duty of the court is to so declare."

A syllabus of the decision is herewith given:

1. The presumption that statutes are constitutional will be indulged in until the contrary is clearly shown.

2. Congress has the power, under the commerce clause of the Constitution, to legislate for the safety and protection of employes engaged in interstate commerce, whether the transportation be on water or land.

3. It is within the power of Congress, under the commerce clause, to regulate the liability of a common carrier to its employes for personal injuries received while engaged in interstate transportation.

4. The act of Congress of June 11th, 1906, relating to the liability of common carriers engaged in commerce between the States to their employes, as stated in its title, commonly called the "Federal Employer's Liability Act," is a regulation of interstate commerce, and is within the constitutional power of Congress to regulate commerce.

5. The Federal Employers' Liability Act is not void because, as alleged, it applies equally to intrastate commerce, as its provisions are separable, so as to be valid when invoked by an employe engaged on a train actually employed in interstate traffic. The title of the act, which is the best summary of its purpose, removes any ambiguity that may be in the text.

6. The Federal Employers' Liability Act is remedial and not penal, which fact takes it out of the rule laid down in the Trade-Mark cases. (100 U. S. 82, and other cases.)

7. The plaintiff in this case, who alleges that he was engaged at the time of the accident, on a train engaged in interstate commerce, is within the rule of the law that courts will not listen to an objection of unconstitutionality of an act by a party whose right it does not affect in the particular case on trial.

The third decision was handed down by Judge Spear, in the Circuit Court of the United States, for the Eastern Division of the Southern District of Georgia, in the case of Lucy Snead vs. the Central of Georgia Railway Company. The plaintiff is the widow of a late employe of the Railway Company, and brought action because of the death of her husband, which was brought about by injury sustained while repairing a bridge upon that line of railroad. It was alleged that negligence of other employes caused his death.

The decision of the Judge was one of the

broadest interpretations of the rights of the employe to legal protection that it has been the good fortune of the JOURNAL to read.

A syllabus of Judge Spear's report herewith follows:

#### 1. CONSTITUTIONAL LAW—FINAL ARBITER.

—Whenever the rights of a party may be affected by a particular governmental act, whether it be an act of Congress or of the State legislature, or of an executive or judicial functionary, either of the State or of the United States, if it be capable of submission to a court having jurisdiction, the final and common arbiter of the constitutional question is the supreme judicial authority of the courts of the United States.

2. SAME — PRESUMPTION — REASONABLE DOUBT.—There is a settled presumption in favor of the validity of every legislative act. Every reasonable judicial doubt must be resolved in favor of the law. The courts will decide that Congress has transcended its powers only when that is so plain that they can not avoid the duty.

3. SAME—DUTY OF COURTS.—No higher duty rests upon the courts of the United States than to enforce the will of the legislative department of the government, as expressed in a statute, unless such statute be plainly and unmistakably in violation of the Constitution.

#### 4. COMMERCE.—Definitions given.

5. SAME — INSTRUMENTALITIES. — Employes of persons or corporations engaged therein are instrumentalities of commerce. Restrictive or benevolent regulation of those employes is within the power of Congress, which may be exercised to its utmost extent, and acknowledges no limitations other than those prescribed in the Constitution.

6. POWER OF CONGRESS.—Congress alone by legislation may occupy the whole field of interstate commerce.

7. SAME.—Illustrations of the exercise of this power by Congress enumerated, making clear that the words "to regulate" impart the right and power to enact laws, and not merely to make rules and regulations.

8. SAME.—When a corporation or other person engages in interstate or foreign



commerce, *eo instanti*, the men who control it, and the corps of its employes, become subject to all those legitimate means which Congress may select for its regulation.

9. NEGLIGENCE OF FELLOW-SERVANT.—Reason for rule denying to an employe the right to recover for injuries sustained by the negligence of a fellow-servant, in view of modern conditions, pronounced archaic.

10. INTERSTATE COMMERCE.—The purpose of Congress being legitimate, and expressly relating to employes engaged in interstate or foreign commerce, it is immaterial to the validity of the act that somewhere in its operation, it may have a casual or contingent effect upon the domain of State legislation.

11. SAME.—Trade-Mark Cases (100 U. S. 82); and Illinois Central Railroad Company vs. McKendree, decided December 17th, 1906 (not yet published), distinguished from the act in question.

12. NATIONAL AND STATE AUTHORITY.—The Government of the United States, within the scope of its powers, operates upon every foot of territory in its jurisdiction. It legislates for the whole nation, and is not embarrassed by State lines. Here, however, no right proper to the State, or any of its instrumentalities of government is drawn in question.

13. VALIDITY OF STATUTE—DUE PROCESS OF LAW.—Here, there is no deprivation of due process of law. Missouri Pacific Railroad Company vs. Mackey (127 U. S. 205), followed.

14. CONSTITUTIONALITY OF STATUTE.—The act of Congress, approved June 11th, 1906, entitled, "An act relating to liability of common carriers in the District of Columbia and Territories, and common carriers engaged in commerce between the States and between the States and foreign nations to their employes," held to be constitutional.

In the course of his decision, Judge Spear, in referring to the authority of Congress to enact Legislation of this character, in part, said:

"Nor is the enactment of such measures as that under consideration a novel or unusual power on the part of the Government. Our own State, it seems, was the pioneer

in a measure of partial relief from that strict rule which was first enunciated in England in 1837, which forbade the recovery by an employe for injuries inflicted by the negligence of a fellow-servant.

The Georgia law upon this subject was enacted in 1856, so far as it related to railroads. In 1862, Iowa abolished the fellow-servant bar as to trainmen, and in 1874 Kansas did the same thing. In 1885, the State of Alabama adopted similar legislation, and in 1893 Arkansas qualified the doctrine as to railroad employment. Minnesota followed in 1887. Florida, Ohio, Mississippi and Texas have modified the doctrine for the benefit of employes. North Carolina, North Dakota, Massachusetts, Wisconsin and Minnesota denied its applicability to the operation of railroad trains, and in 1901 Colorado abolished the doctrine in toto.

Nor have foreign governments been inattentive to this great and unreasonable injustice to that splendid body of citizenship, upon whom so much of the prosperity of the nation must depend. In 1888, England denied its application to those engaged in the operation of railroad trains, and in 1897 made it also inapplicable to many other hazardous employments. In Germany, it does not apply to any of the hazardous occupations. In 1869, Austria passed a law making railroad companies liable for all injuries to their employes, save where the injury was due to the victim's own negligence.

The Code de Napoleon made the employer answerable for all injuries received by his workman, and this is still of force in France, in Belgium and in Holland. Other European countries have from time to time fixed the liability of the master to his servant for damages caused by the negligent act of a fellow-servant. It is, however, unhappily true that many States of the Union, notwithstanding the anachronism of the rule, have maintained and still enforce it. But Congress has at length determined that there shall be an uniform law for the protection of that army of more than a million of men engaged in interstate traffic, an army whose courage, decision, patriotism and intelligence may not be surpassed.

The rule which this legislation abrogates was based upon the contention that the servant contracts for a wage sufficient to protect him against risks incident to the service, and he is in a better position to observe and protect himself against the negligence of his fellow-servant than his employer, and that it will insure better service and less injury if the master be not responsible. The briefest consideration will show how archaic is this reasoning when applied to modern conditions.

Take the engineer of the locomotive, which drives the lightning express. The complexity of his mighty machinery requires his constant and careful attention. Possibly in the darkness of night, 50 or 60 miles an hour, his train thunders along the gleaming rails. His is blind obedience to his orders. Through the mistake or negligence of a fellow-servant, over whose action he has no control, of whose mistake or misconduct he has no knowledge, in an instant he may be hurled to death, or to mutilation indescribable.

While this is true, under the law which the act of Congress repeals, it has been held that the relation of fellow-servant existed between the engineer acting as conductor and his fireman; between the common day laborer building a culvert and the engineer and conductor running a train; between the engineer operating one train and the conductor on another train on the same road; between conductor and brakeman on the same train; between the local telegraph operator and fireman upon the train; and, in view of these relations, shadowy and intangible as they are, yet justified by the law as it existed, it has been held that the employer was not liable for the death and suffering which resulted. The law is a progressive science. The rule has long been deemed most unjustifiable. In *Labat* (on Master and servant, Vol. 2, sec. 754), it is declared:

It does not rest upon any satisfactory basis, logical, social, or economic, and by relegating the injured person to his action against a co-employee, who is, as a general rule, financially irresponsible, leaves him in the great majority of instances without any prospect whatever of obtaining the adequate indemnity.

Such conditions will no longer exist. Said the House committee in its report:

Now where the doctrine of fellow-servant is in force no one is responsible for the injury or death of a fellow-servant. The co-servant who is guilty of negligence resulting in the injury may be liable, but as a rule he is not responsible. Employes are never held to such strict rules for the safety of his co-employees, because the employer is not bound to pay damages in case of injury. If he were held liable for the damages for every injury occasioned by the negligence of his servants, he would enforce the same strict rules for the safety of his employes as he does for the safety of passengers and strangers, he will make the employment of his servant and his retention in the service dependent upon the exercise of higher care, and this will be a strong inducement to the employe to act with higher regard for the safety of his fellow-workmen.

It is, however, urged that the States are adequate to afford all needed relief. It will suffice to say that a majority of them have not done so. An employe of interstate traffic may receive measurable protection from the negligence of his fellow-servant in Georgia, though even here his whole demand is denied if he is himself guilty of any negligence contributory to the injury, however slight. His train rolls across the boundary line of South Carolina or Tennessee, and there for the same negligence, the same injury, the same death, he or his wife and children may be denied any and all redress.

But it is additionally objected that he who is engaged in interstate traffic also handles traffic which is intrastate, and this should be held to vitiate the legislation of Congress. By a parity of reasoning, thus would annul the laws in interior waterway navigation already discussed, it would abolish the Interstate Commerce Commission, and all of those regulations which Congress has enacted for the transportation and business of interstate commerce.

In closing his decision Judge Spear used the following language, which every reader of the *JOURNAL* will, beyond doubt, declare to be entirely appropriate.

"The law itself deserves the approbation of the entire country. Its incentive to carefulness on the part of those who control railways will be immeasurable. It will bring to many an honest, fearless heart the consciousness that he and his loved ones are insured against the folly and negligence of his fellows, whom he cannot control. Had it been of force in the past, thousands of

our countrymen who are sleeping in untimely and tragic graves, might now be leading useful lives, and many additional thousands who now spend the interval of life which remains to them in the mortification of mutilation, and in its incurable suffering, might now be happy and well.

"Surely at a period when every day brings its story of crashing and murderous collisions, of derailed and shattered trains, the long catalog of the slain, the mangled and dismembered, such efforts on the part of Government to extend its protecting care around its people, employed in its mightiest interest, should not be lightly discredited. The philanthropy and statesmanship which prompted it are not undeserving of such an eulogium as that pronounced by Macaulay on the philosophy of Bacon:

"It has lengthened life; it has mitigated pain; it has extinguished diseases; it has increased the fertility of the soil; it has given new securities to the mariner; it has furnished new arms to the warrior; it has spanned great rivers and estuaries, with bridges of form unknown to our fathers; it has guided the thunderbolt innocuously from heaven to earth; it has lighted up the night with the splendor of the day; it has extended the range of the human vision; it has multiplied the power of the human muscles; it has accelerated motion; it has annihilated distance, it has facilitated intercourse, correspondence, all friendly offices, all dispatch of business; it has enabled man to descend to the depths of the sea, to soar into the air, to penetrate securely into the noxious recesses of the earth. \* \* \* These are but a part of the fruits, and of its first fruits. For it is a philosophy which never rests, which has never attained, which is never perfect. Its law is progress. The point, which yesterday was invisible, is its goal today, and will be its starting post tomorrow."

The differences in the decisions of the courts, before which the law has been on

trial, further strengthen the opinion that it is unwise practice to permit courts of inferior jurisdiction to decide questions that properly belong to the Supreme Court for final decision.

The majority of interpretations placed on the law, thus far, are in favor of declaring for its constitutionality, but leave the question itself in a very chaotic state. The law instead of being operative is inoperative, and its power is held in abeyance, waiting for the final decision from the United States Supreme Court.

There is every reason to believe that this decision will be in favor of the constitutionality of the act, but if it should be declared that Congress has not the power to enact a statute of the kind, it will then be in order for all of our states to work together for uniform legislation covering the question of the employers' liability.

The different decisions on questions of this character that have been handed down by the courts of inferior jurisdiction, have resulted in the recommendation that a law be passed to the effect that the Supreme Court of the United States, alone, shall have, or exercise, the jurisdiction or power to consider or determine whether any act of the Congress, or any part of any act thereof, is, or is not, constitutional; and unless and until declared by the Supreme Court to be unconstitutional, every such act, and every part thereof, shall be regarded, observed, obeyed and enforced as a constitutional enactment.

A bill covering this ground was introduced in the last session of Congress, but came before the body too late to secure its enactment. It is confidently believed that the next session of Congress will witness its enactment into law. Uniformity in decision and operation, and the further advantage of knowing from the creation of an enactment whether it will be applicable, or otherwise, will be assured if such legislation becomes the fact.



## Eastern Association Of General Committees, O. R. C. And B. of R. T.

A growing sentiment among the members of the two organizations on the lines of railway in the Eastern territory in favor of the formation of an Association similar in purpose to the Western Association of General Committees was apparent, and under date of Feb. 14, 1907, a circular was sent out addressed to "Chairmen and Secretaries, General Committees and Divisions and Lodges of the O. R. C. and B. R. T. representing roads in the territory east of Chicago and the southern main line of the Illinois Central R. R., north of the Ohio River and of the Chesapeake & Ohio R. R., west of the Hudson River and South of the Great Lakes, calling a meeting of general chairmen for these lines, to be held at Buffalo, N. Y., Wednesday, March 27, 1907, at 10 o'clock a. m.

Later it was thought advisable to include the New England States and the principal lines in Canada east of Ft. William, and notice was given accordingly.

In response to that invitation 41 general chairmen of the O. R. C. and 39 general chairmen of the B. of R. T. for systems in the territory mentioned met at Buffalo, March 27 and 28, 1907, and assisted by Grand Senior Conductor E. P. Curtis (O. R. C.) and Assistant Grand Master W. G. Lee (B. R. T.), organized the "Eastern Association of General Committees of the Order of Railway Conductors and Brotherhood of Railroad Trainmen."

The following roads were represented by delegates from both the O. R. C. and B. of R. T.: Boston & Maine; Boston & Albany; Baltimore & Ohio; B. R. & P.; Buffalo & Susquehanna; C. R. R. of N. J.; C. H. & D.; C. I. & L.; C. C. C. & St. L.; C. I. & S.; D. L. & W.; Erie; Grand Trunk (East); Grand Trunk (West); G. R. & I.; L. S. & M. S.; L. E. & W.; Michigan Central; Maine Central; N. Y. C. & St. L.; N. Y. C. & H. R.; N. Y. N. H. & H.; P. R. R. (East), (B. & A. V. Div. not represented for the B. of R. T.); Rutland; Staten Island; Southern (St. L.-L. Lines); T. St. L. & W.; Vandalia; W. & L. E.

By delegates from the O. R. C. only: B. & O. S. W.; C. C. & L.; C. A. N. C.; D. & H.; E. & T. H.; Hocking Valley; Kanawha & Michigan; N. Y. S. & W.; Pere Marquette; P. R. R. (West); T. & O. C.; T. H. & B.

By delegates from the B. of R. T. only: L. E. A. & W.; Lehigh Valley; Philadelphia & Reading.

By-laws were adopted under which the jurisdiction of the Association was fixed as including all systems lying principally east of the Illinois Central main line, north of the Ohio River and Chesapeake & Ohio R. R., including lines in Canada principally east of Ft. William. It is to be hoped that by united effort conditions can be improved, and it now remains for the membership to give consideration and assistance to the Association.

## No Brotherly Love In Business.

Mr. A. B. Stickney. President of the Chicago and Great Western Railroad Company, usually writes and talks in a far different vein from persons of his class. Mr. Stickney is a free lance of a peculiar and

particular kind in that, he says sharp things against his own side of the business house as often as he fully agrees with it. This, is not unusual to a limited degree when a man has made his fortune and is comfort-

ing his conscience by advising the rest of the world how to manage various parts of its business affairs exactly contrary to the plans used by himself when his pile was in the making.

Mr. Stickney is working, all the time, and when he says something it is as likely to be directed at his own crowd as to agree with it. The particular virtue of his expressions appears to be largely in his determination to get at the truth as he sees it, regardless of whom it hits or hurts.

In a recent issue of the *Chicago Tribune* Mr. Stickney contributed an article in which he declared that the two paramount ideas for the assurance of equality in distribution, that is, brotherly love and legislation, were wrong; not applicable to our present society and impossible in every sense to secure that for which we are all working, namely, a fair share. He said:

"In these later days, as in all the ages which have passed, there are people who believe that the rewards of industry could be divided more equitably by brotherly love or by legislation than by the natural law of distribution.

"I never have seen much of an exhibition of the effects of brotherly love in commercial affairs, and my opinion is that if the president of the Chicago Great Western railway should attempt to run it on brotherly love, the road would be scalped bare-headed in thirty minutes, and at the end of the month there would be no money in the treasury with which to pay wages. Brotherly love in economical affairs is a dream for the 'sweet by and bye.'

"Attempts to control or modify the natural law of distribution by legislation have been frequently made. The pages of history are full of such legislation. I will take time to review the effect of only two of such statutes.

"Five centuries ago agriculture was practically the only occupation of England, and the laborers had just emerged from serfdom. The land owners were the employers and lawmakers. Within about three years more than half of the laborers in England died with the plague. The ravages of the disease disorganized economic

affairs, production almost ceased, and famine was imminent. The small supply made food dear, and the decrease in the number of laborers increased wages. Regarding money as the compensation, wages had perhaps quadrupled, but food having advanced in the same ratio, a day's wages would buy substantially the same amount of food as before the plague.

"But the ignorant land owners, who could see only that they were paying several times as much money for a day's labor, undertook the task of reducing wages to the money standard before the plague, without reducing the price of food. It was an impossible task, because at such prices a day's labor would not produce a day's food.

"The first step taken by the land owners was to agree between themselves not to pay higher wages than were paid at a period two years before the plague. The agreement not being effective they supplemented it by an act of Parliament, imposing fines upon the land owners, and imprisonment, flogging, and branding with a hot iron on the forehead upon laborers.

"They attempted to enforce the law with a vigor peculiar to England. They fined land owners, and imprisoned, flogged, and branded laborers, in vain. The laborers, rather than starve, turned tramps, thieves, and 'bandits of the woods,' and the land owners, rather than see their crops rot in the field, paid fines to the king and unlawful wages to laborers. The rigor with which the law was enforced can be understood when history says that the fines imposed on land owners formed a considerable portion of the royal revenue.

"The English law was intended to reduce wages. But American history contains notable instances of miscarriage of laws intended to increase wages.

"Probably the largest fortune which has ever been amassed in this or any other country by one man in a single life has been produced in the last forty years in the iron trade. It has been the direct result of a law of Congress, enacted to benefit labor. Under this law, during the years in which this enormous fortune was accumulating, the government has enforced the collection

of a tax from the other industries of the country ranging from \$27.50 down to \$7.50 per ton on his entire putput, not one dollar of which was intended or ever did go into the treasury of the government, but every dollar of which was paid to this ironmaster. In dealing with wages, he stood firmly by the natural laws, never paying a penny more than the law of supply and demand compelled. The law enriched the employer instead of the employe. The employer has built palaces and bought castles. The employes live in the same miserable shanties as before.

"This act of Congress is still in force, enriching the greatest organization of capital which the world has ever known.

"My judgment throws to the wind all the theories of equitable distribution by brotherly love or by legislation. I believe that in economic affairs the only way to get a fair share is to be prepared always to fight, and, when necessary, to fight for it."

It is safe to say that he meant what he said. His judgment is absolutely correct when he says, "The only way to get a fair share is to be prepared always to fight, and, when necessary, to fight for it."

He does not believe that brotherly love counts for any more now than it did in the terrible days when London resounded with the cry of the bellman and the watchman, "Stop the dead cart. Bring out your dead."

What has been gained on both sides of the industrial problem has been the result of a never ending fight. There isn't much brotherly love on one side of the house for the other although there is considerable brotherly action of one side against the other which is bound to go on to the end of the world. Like Mr. Stickney, and many others, we believe that, "it is only on the other side of the grave that we shall be brethren again. It is certain that we cannot be content to go hand in hand to the place where we hope to join heart and hand without the least hesitation, and the most complete harmony and affection."

If the affairs of the Chicago Great Western were intrusted to brotherly love for the "thirty minutes," the brethren working the

financial end of the affair would have the treasury looted and the future mortgaged beyond all possibility of the wage-working brethren to ever earn enough for the property to pay dividends on stocks, to say nothing of fair wages.

Neither side will stand close to the treasury without hitching. It takes more than the "distress sign" and the fraternal response to manage business and, yet, has Mr. Stickney found the wage-working brothers any more unfair than the brethren who profit by every advantage in which is included the ability to fight, and fight hard, with the law behind them as their greatest defence? We think not, and, evidently, so thinks Mr. Stickney, for he hits one of the present day, rich, retired general counselors, who sits on his pile and dispenses wisdom and libraries with a lavish hand.

When he says, "In dealing with wages, he, the rich one, stood firmly by the natural laws, never paying a penny more than the law of supply and demand compelled. The law, tariff, enriched the employer instead of the employe. The employer has built palaces and bought castles. The employes live in the same miserable shanties as before," he says what cannot be honestly denied.

Mr. Stickney has no belief in brotherly love in business and no confidence in legislation as the remedy for equitable distribution and he is right. What little brotherly love there is in the world is to be found among people of exactly the same class. When there is a difference in position and condition there is no longer brotherly concern of any kind, it gives way to a desire to fight. Legislation has never brought about equality of distribution, for where tried one set of men has gotten the grain, the other the husks; why it should be so is a question not yet answered except in theory that promises nothing when analyzed and the bottom is reached. What we do know is that everytime the fighter is on top.

It is unpleasant to admit that certain fancies are in no wise correct and that we must go back to the barbaric practice of eating each other to settle the question of distribution but, say what we may of what

has been done or, gained, or lost, the entire story is told by the fighting ability of all parties concerned. If you cannot fight you will have to take your licking, so the best thing is to get ready, to know how and not let the other side overlook the fact.

## Compulsory Arbitration Law Passed In Canada.

The Canadian Parliament has passed a compulsory arbitration bill that ought to do away with strikes in the Dominion forever and it ought, as well, to encourage the corporations therein to further encroachments on the rights of their employees.

When the bill was first offered to Parliament the railroad organizations were not included, but later on every organization, or form of labor association was included in the Act.

Sections 56 and 57 are the principal sections of the law and read as follows:

"56. It shall be unlawful for any employer to declare or cause a lockout, or for any employe to go on strike, on account of any dispute prior to or during a reference of such dispute to a Board of Conciliation and Investigation under the provisions of this Act, or prior to or during a reference under the provisions concerning railway disputes in the Conciliation and Labor Act: provided that nothing in this Act shall prohibit the suspension or discontinuance of any industry or of the working of any persons therein for any cause not constituting a lockout or strike: Provided also that, except where the parties have entered into an agreement under section 62 of this Act, nothing in this Act shall be held to restrain any employer from declaring a lockout, or any employe from going on strike in respect of any dispute which has been duly referred to a Board and which has been dealt with under section 24 or 25 of this Act, or in respect of any dispute which has been the subject of a reference under the provisions concerning railway disputes in the Conciliation and Labor Act.

"57. Employers and employes shall give at least thirty days' notice of an intended change affecting conditions of employment with respect to wages or hours; and in

every case where a dispute has been referred to the Board, until the dispute has been finally dealt with by the Board, neither of the parties nor the employes affected shall alter the conditions of employment with respect to wages or hours, or on account of the dispute do or be concerned in doing, directly or indirectly, anything in the nature of a lockout or strike, or a suspension or discontinuance of employment or work, but the relationship of employer and employe shall continue uninterrupted by the dispute, or anything arising out of the dispute; but if, in the opinion of the Board, either party uses this or any other provision of this Act for the purpose of unjustly maintaining a given condition of affairs through delay, and the Board so reports to the Minister, such party shall be guilty of an offence, and liable to the same penalties as are imposed for a violation of the next preceding section."

Section 24 declares that if during the hearing of a disputed question before the Board, a settlement is arrived at by the parties interested, it shall be so declared by the Board and be binding on both parties, according to Section 62 of the Act, which declares in effect that if either party of a dispute, at any time before the Board has made its report, agrees to be bound by the decision of the Board, the decision will be binding, if the other party agrees in like manner.

In that event, the recommendation will be the rule of the court and enforceable by it. Section 25 of the Act declares that if a settlement is not arrived at, the Board will make a complete report to the Minister of Labor, setting forth everything that has been done during the progress of the hearing.

An objectionable feature of the Bill, is

found in Section 57, which declares that thirty days' notice shall be given before there can be any change affecting conditions of employment, and until the question in dispute has been referred to a Board and decided, neither of the parties shall do anything to change the conditions of employment.

This means that if the employes of a corporation are dis-satisfied with their conditions of employment, they must give thirty days' notice of their intention to try to have them changed. After the thirty days' notice has been given, they will then be at liberty to take up the questions with their employers, and the regular methods of procedure as are now in operation by the railway organizations would postpone definite action in very many instances for the next five or six months.

During this time, it would be impossible for an organization to take any steps to enforce its demands in the regular way. The effectiveness of the labor organizations in Canada is seriously hampered by this compulsory reference of every disputed question to a court of arbitration. The decision to abide by the judgment of the Board, under certain conditions, resolves the question into one of compulsory arbitration in its strictest sense, which is not, strictly speaking, arbitration, but merely the reference of a question to a court of final decision.

The advantages of the Act are all with the employers. If it is thought advisable by the employes to demand the reference of a dispute to the Board, as provided under

the Act, it can be taken for granted that their chance to fight it out is not considered promising. If, on the other hand, the company chooses to take advantage of the Act, it has the advantage of protecting itself in every way, and it has the further advantage of being allowed to use the time the case is before the Board, to collect enough extra employes to take the places of those who may leave the service, if at the end of the hearings the employes do not choose to accept the findings of the Board and prefer to exercise their powers as an organization by leaving the service of the company.

There could not have been a surer method for interfering with the work of a labor organization than this Bill just passed by the Dominion Parliament. The attempt has been made on several previous occasions to enact a compulsory arbitration law in Canada, and, thus far, the name has interfered with its enactment, but, under a new title, and defended by new pretenses, the measure finally succeeded in being enacted. The outcome of the law will be watched with a great deal of interest by employers and employes in both the United States and Canada.

The Bill clearly interferes with the rights of the employes as citizens, because it is difficult to understand by what right any legislative body can declare that men must remain in employment against their will. It is the opinion of the JOURNAL that the first time the law does not suit a large corporation, it will be taken into the courts and at once be declared unconstitutional on the ground that it is a restriction of personal liberty.

## The Western Wage Settlement.

The final adjustment of the differences that arose over the demands of the Conductors and Trainmen on the roads west of Chicago, was accomplished by the intervention of Interstate Commerce Commissioner Knapp and Commissioner of Labor Neil, who succeeded in bringing the employers

and employes together and affecting a settlement by which wages and conditions of employment for the train service have been materially improved.

The railroad companies appealed to the Government for the aid of the Erdman Arbitration Act, which provides for concilia-



tion, mediation and arbitration, if the parties to the dispute are willing.

It is this same Act that provided for protection of employes against discharge for the reason that they were members of a labor organization and that declared the relief contract illegal. Both of these latter questions have been declared unconstitutional by judges in suits brought to secure the enforcement of the law. But, when the railroad companies were in danger of having business suspended they appealed to what was left of the Act.

There is no objection to this on the part of the railroad employes. The statement is made merely to show the opposition to, or regard for, a law as it happens to appeal to the needs of the railway companies.

The Brotherhood of Railroad Trainmen is satisfied to have the affair closed without trouble. It is not the purpose of this Organization to be unreasonable in its demands nor is it the purpose of the Brotherhood to abandon the right to insist upon its power to enforce its demands when it is necessary. It was not necessary to break off with the railroad companies and the JOURNAL is glad of it. It is one more proof that when men are disposed fairly to consider all phases of the questions at issue that strikes are almost out of the question.

Prior to the settlement public sentiment was all against a strike, and some publications went out of their way to voice their objections.

After settlement the general expression of the press was complimentary to the men, their leadership and the disposition of the companies to go as far in wage allowances as the managers were warranted in going. A very few writers declared against the right of the Organizations to quit the service and maintained that it would have been criminal. That question was legally settled long ago and the intelligent press knows it. As a sample of fair current expression we quote from the *Chicago News*, of April 4th which said:

"A full agreement has been reached between the managers of the many great railroad systems that were threatened with a general strike of their conductors and trainmen and the leaders of the

thousands of workers who had made demands for higher wages and better hours of employment. All persons who realize how great a calamity would be a complete suspension of traffic by rail must feel deeply thankful that an acceptable compromise between managers and employes has been arranged. The outcome is, as the federal mediators say in their message to President Roosevelt, 'a distinct triumph for government mediation.'

"After this demonstration that results of great importance may be obtained under the operation of the Erdmann law the public will agree that the measure is likely to prove a valuable aid in any industrial crisis. Since the agents of the government under this law can only appeal to the reason of those who lead a strike movement and those against whom the revolt is organized, much depends upon the intelligence and the temper of these inharmonious forces. In the case of the railroad Brotherhoods there was efficient leadership and, therefore, the mediators, who had been called into the matter by the railroad managers, found no great difficulty in bringing about a compromise. Their expressions of appreciation of the labor leaders' response to the appeal to take into consideration the public interest and therefore to make concessions seem to be well bestowed.

"The public must feel highly gratified that its claims are coming to be considered more and more in controversies of this sort. Much of the misery due to great strikes in the past can be traced to the unyielding attitude of one side or the other, which could see nothing except its own interests and was quite unwilling to concede that the public had any rights in the matter that were worthy of consideration. (Wise leadership of labor forces and federal mediation by competent officials, re-enforced by public opinion, will go far toward eliminating the possibility of disastrous strikes.)"

The wage settlement secured a guarantee on roads not having mileage limitations in their agreements for passenger men that the mileage will not be increased for the purpose of offsetting the increases in wages, as was done on several lines following the 1903 settlements; overtime was allowed for passenger service; 100 miles or less, ten hours or less, will constitute a day in through or irregular freight service. This does away with the all general fifty miles minimum allowances and other allowances in irregular freight service which now pay but actual mileage for trips of less than 100 miles. Local freight working time has been reduced to ten hours, or less, on all roads that worked more than ten hours. The day for work trains and helpers will be ten hours or less. On eighty per cent of the roads it was twelve hours. Many roads also had the one-half day minimum in work train service. The principle of pro rata

overtime in through, irregular, local and work train service was established. The increase in wages will average ten per cent for the entire territory and in certain instances will reach fifteen per cent.

The abandonment of the shorter work day for all lines is to be regretted, but it is not altogether the fault of the settlement. The yardmen waived the question last November and the Engineers did the same prior to the settlement of the Conductors and the Trainmen.

The settlement was not altogether satisfactory. There is some opinion that a better one could have been secured by fighting for it. That is problematical, not assured.

Under the circumstances it was the sensible thing for the committees to do as they did. Public sentiment was with the railroad companies in their offer to arbitrate and the organizations would have been unwise to oppose it. A question that has been declared for after due deliberation by convention after convention, as our organization has declared for arbitration, cannot be set aside without danger of the Brotherhood sacrificing its reputation for adherence to its own principles.

Another feature of this question of arbitration introduced by the employers need not be lost sight of this time. When business conditions are not as good as now, if railroads attempt to reduce wages or the number of employes on trains or engines as a question of economy, and the times are not propitious for a strike, it appears that this precedent ought to be of value to the Organizations.

Another serious hindrance to a settlement that would have met the approval of all interested was in the fact that the demands were not uniform. A number of the roads had certain advantages that the others wanted. The questions of hours, wages, pay for overtime, and yard rates

were different in degree. What certain roads had they were not disposed to emphatically demand for the others. The roads east of the line for which a differential for yard men was asked believed the question had been settled, as far as they were concerned, last November, and if satisfactory settlement could have been made for them otherwise, they felt that it would have been wrong to withhold settlement for something in which they were not interested.

It is an easy matter for committees on individual lines, in dealing with affairs affecting their system, to waive certain questions for the purpose of securing other things that are of more general benefit. But when it comes to legislating for an extensive territory, covering several lines, the men on one line will not waive their advantages that the men on other lines may receive additional advantage. This is where fraternalism falters.

The representatives came from different localities; they represented different ideas, methods and policies and it would have been impossible to assimilate them entirely. If it had not been for the splendid discipline of the two Organizations it never could have been done in any sense and, as it is, there is a wide difference of opinion as to the wisdom of the course pursued, but out of it there is certain relief to a great majority that the affair was settled without a fight for, under the circumstances, a strike at the time would not have been a good thing for the Brotherhood even had we won it and it is pretty certain that a strike would have been successful so far as a suspension of traffic was concerned.

But at the best the outcome would have left the organizations responsible for whatever would have resulted to business progress. As it is, a substantial increase was secured, and many questions brought closer to standard.



## Who Is Responsible For The Death Roll?

There are a number of railroad managers who openly are trying to have the public understand that it is altogether the fault of the employe that the death and accident list continues to grow. The railroad companies cannot make the men a convenient scapegoat and pass up the responsibility that properly belongs to themselves.

Mr. Hill, of the Great Northern, and other railways, has been frequently quoted as having said:

"Every time I undertake a railroad journey I wonder if it is to be my last. The thing has grown to be uncertain. It is a fact, to the knowledge of every railroad man, that in this day from two to three trains enter at times in every block of every system in the country."

This means that the business of the railroads has increased far beyond the capacity of the companies to safely handle it. The fuel famines in the Northwest the past winter were caused by the inability of the railroads to handle the traffic and the plain fact of the matter is that everywhere the railroads are trying to handle a greatly increased business with the same equipment they used for much less traffic.

The natural result is that the roads are jammed with trains of all kinds and where the train order system is used there are wrecks in increasing number because the train order system is imperfect, and to use the words of a recent writer, "it is damned and doomed," as inadequate and out of date; it had its beginning a half century ago.

This question of train running appears a simple proposition to one who reads a straight meet order and knows nothing of the half thousand rules and special bulletins that are attached to it, in some form or another, all providing for certain contingencies which must be remembered, for it is the forgotten thing that counts. The roads running under the standard code have something like five hundred questions that must be answered by the applicant for promotion to, or employment as, engineer or conductor. There are no two experts

on train rules in this country who agree on all of them and where such rules are discussed there are questions asked without number that show the greatest variance in opinion as to the meaning of certain rules.

The block system works all right where the railroad company lets it be known that it is meant to work. Where enginemen practice running by signals they have been allowed to do so by the companies. Where running a block means discharge, enginemen don't run by it. Where the man who takes a chance gets along better than the one who "hangs up," the blocks are run until something happens and then the man is the scapegoat for doing something he was permitted to do.

Carl Snyder, in *Everybody's* for April, wrote on the question of responsibility and the statement was made at the beginning of his article that "the material was largely obtained from railway officials." This accounts for part of his reasoning in which he makes it appear that railroad employes do not care for life, kill each other off and when men get in trouble because of violation of rule "their unions appoint committees to demand the reinstatement of men guilty of criminal negligence."

There is no use in mincing words over a statement of this kind. Suffice it to say that the statement is in error and the author has been lied to by whoever gave him the information.

Mr. Snyder said:

"But more: the trainmen themselves, the engineers, the firemen, the switchmen, the brakemen—they do not seem specially to care. They kill one another, they kill passengers and pedestrians, they go to their own death, all with a kind of stoic fatalism, as if this amazing slaughter were inevitably a part of the industrial scheme. And when men of their own ranks run past plain-set danger signals, violate plain rules, thereby endangering human lives, and are found out and suspended or discharged, their unions appoint committees to demand the reinstatement of men guilty of criminal negligence."

The entire statement is untrue and the author was misled by his informants. It does not require much conjecture to place

the responsibility for the statement. It was ready to be given out more than once and was withheld because it was "too strong." The idea that railroad men accept death stoically and when one of their fellows is caught violating rules the entire number demand that punishment be withheld is another attempt on the part of railroad managers to hold the men responsible before the public.

Let it be known that for the past twenty years the railroad men have worked in and out of season for legislation that will protect the employe and the passenger. They did secure the Safety Appliance Act, but the railroad companies fought every effort they made until they were overcome by the sheer force of public opinion and Congress had to enact the measure. The Sixteen Hour Bill was another fight and a final enactment. It was passed against the strongest railroad lobby that ever centered at Washington, and that same bill will have to fight its way through the courts to the Supreme Court before it is accepted as law by the railroad companies. Some of them are not through fighting against the Safety Appliance Act yet, and it was passed fourteen years ago. The railroad organizations have done everything they knew to secure legislation enforcing the use of safety appliances and the railroad companies have opposed every proposition. The country ought to know, if it does not.

Every railroad manager in this country is earnestly invited to tell when and where committees representing the railroad organizations demanded the reinstatement of men guilty of criminal negligence. It happens at times that two men are held responsible for an infraction of rule. For instance an engineer was dismissed for running by a flag. He was flagged by a badly burning white light, the red light had gone out. The flagman was dismissed for improper flagging. Technically the engineer was to be censured by the company, but dismissal for something wholly the fault of another was not fair. There have been cases appealed to managers for various reasons, but there has not been a demand made under threat of any kind by any railroad

organization for the retention or reinstatement of an employe who disobeyed the running rules, or if there has, it has not come to the notice of this publication.

In his article Mr. Snyder said:

"There is another matter of which I am fain to speak and concerning which it is very difficult to secure reliable information. That is the attitude of the labor unions, or, more strictly, of some of their members. I have been told over and over again of such an occurrence as this:

"When a man is disciplined, an engineer or a flagman, it is not at all an uncommon procedure for a committee of the union to appear and say: 'We should like to inquire why you happen to single out this man. You know very well that the offense for which he is charged is common enough on your road. Do you pick on him because he happens to be prominent in local No. 99? We want that man reinstated and full pay for all the days which he has been under suspension.'

"The alternative is not a strike, but if the demand is not complied with it will happen that when any differences arise, the men will say: 'We are ready to deal with your road but not with Manager A, or Superintendent B, who is against our union.' The result is very frequently the removal of the offending manager or superintendent, and the substitution of a more tactful and compliant man. Otherwise the road is pretty sure to have trouble.

"I do not for one moment suggest that the higher officials of the railway unions encourage this sort of thing, nor that they are necessarily cognizant of it, but it would be surprising if they were wholly ignorant of it. It is obvious that discipline in such circumstances is next to impossible."

The statements made might have been true many years ago, but they have not applied for several years. There have been times when the men have asked for the removal of minor officials because they have become personally offensive, because of their meanness, but they were not operating officers. Even where the provocation was great the men were informed by their organizations that the business of employing officers was purely that of the company's. When railroad employes do not like an officer they can not refuse to treat with him because "he is against our union." They do not have to do that, for there is always the right to appeal to the officer higher in authority, and the laws of the organizations state most plainly that "the committees must place their grievances before the trainmaster, superintendent or other proper officer." They are compelled to first place

their differences before the officer lowest in authority who has the power to transact business with them. The laws of the railroad organizations are not violated by the committees or the members. But if a subordinate officer were inadvertently passed by a committee the road in question would see to it that the complaint came along through the proper channels. Railroad officers are very jealous of their rights in treating with their employees.

There are times when men are dismissed for cause that does not call for such punishment. The men know what is right and what is not. They appreciate the force of public opinion and they are not afraid to allow every railroad company in this country to tell its grievances out loud, if they will tell the truth and all of it. There is no need to confuse different causes with different effects to make a good tale out of a bad story. The railroad organizations will not dodge their full share of responsibility. They know there is an element of human fallibility that will contribute to death and disaster as long as human agencies direct transportation affairs and they do not excuse it. There is little sympathy for the man who gets discharged for running a block and no attempt is made to force the company to take him back.

Much importance is attached to the "surprise test." On railroads where the block system is what it is supposed to be, the surprise test will not show any alarming results. Where the surprise test shows engine after engine running by blocks set against them it is because the engineers have been permitted to do it "as long as things went all right." If they did not, the engineman was the "goat" and the company, not responsible.

This JOURNAL would like the superintendent or manager who has been removed to make way for a more tactful man with the railroad organizations to stand right up and tell his story.

The JOURNAL is not criticising Mr. Snyder for what he has said, for he hammered the railways even harder than he did the organizations, and we know that he told the truth, so far as the organizations are

concerned, when he said he secured his information from the railroad officials. He could not get that kind anywhere else.

Here follows a statement by Mr. Snyder that was not furnished by a railroad officer and it comes pretty close to bearing out what this publication has said repeatedly:

"The men are overworked; the human machine cannot stand from fourteen to sixteen hours a day, and so general has become the practice of working the men beyond their capacity that a bill has passed Congress prohibiting the employment of men beyond sixteen hours without adequate rest. It was shown in the inquiry into the Terra Cotta disaster, near Washington, on the Baltimore & Ohio, that the engineer responsible for the accident had been on duty something like forty hours out of forty-eight, with no chance for any adequate rest. An engineer in this condition may think he is awake, but his eyes and ears and mind fail to respond in the usual way; without knowing it, he runs past signals that stare him in the face. It was shown by the production of the time-sheets on this particular division of the Baltimore & Ohio that there were in the two preceding months over six hundred train crews that worked beyond fourteen hours continuously. This was an average of ten per day, on one division.

"What is true of engineers is equally true of trainmen, trackmen, signalmen, and others; they are too tired to run back and flag trains; sometimes too weary to care whether they are smashed up or not. The accident on the Southern Railway, in which President Samuel Spencer lost his life, seems to have been the result of exactly such a condition.

"It is a strange thing, however, that there seems as great a need for this time-limit law in slack periods as in briak, and that it is in some sort a protection of the men against themselves. The former head of one of the great railway Brotherhoods told me that while he was at the head of his order one of the hardest things he had to do was to try to keep his men, as he very emphatically expressed it, 'from hogging it all;' he was speaking then of times when men were abundant and work not so much so. 'There are,' he said, 'plenty of engineers and trainmen who will go on duty and stay on for twenty-four hours at a stretch, simply to earn overtime money; and this when very often there are extra men waiting about for a chance to earn a day's wage.

"No man is in full control of his faculties working under such conditions. I can remember that very well myself as a fireman, when we were on for long hours it was a part of my business from time to time to turn a hose into the engineer's face to freshen him up and keep him awake. When I turned engineer the same thing was done to me. It is next to impossible to keep awake in any other way."

"Very penetrating, too, was the analysis given by the same official of the purely mechanical side of railway operations under such conditions as obtain now.

"When," he continued, "the traffic is congested, there is less time for repairs; operating men will take chances. A little something is wrong with an engine or with the brakes or with a car. Under ordinary conditions the engine or the car would be cut out and sent to the shop. Instead, the responsible men will take chances, hoping to get through somehow. Business is piling up so fast that it *must* be got through. The result many times is a breakdown, the train is stalled. Very often this leads to a smash. Then the whole line is stalled and everybody is turned out to work all day and all night to get the line clear."

The railroad companies, not the railroad organizations, are to blame. The railroad employe cannot escape his share of responsibility, nor should he, but it is unfair to attempt to saddle the entire question on him because his employer looks for a goat to carry his own sins into the wilderness and finds him convenient for the purpose.

There is not a railroad man today who has enough time for anything. He is on the jump always. Heavy traffic, retrenchment in favor of dividends, failure to keep equipment of all kinds up to business demands, long hours, and an antiquated system of train orders and train running that confuse even the men who have them in

charge, contribute their full share toward the disastrous results.

Our railroads are prosperous and can afford to provide for the increased traffic conditions. They are paying all the way up to as high as forty per cent and they could well afford to reduce dividends and install safety devices.

We do not object to the enforcement of punishment for violation of rule. When one man out of every nine employed is injured and one out of each one hundred and thirty-three is killed during the year, it is rather difficult to believe that those who escape injury and death will demand, by threat, that the employes who willfully violate rules to the danger of life and limb be permitted to continue in such violation.

The JOURNAL is very willing to have every railroad officer who has reached the position of superintendent, or better, tell his story of wrong at the hands of the Brotherhood of Railroad Trainmen and he is particularly urged to show where this organization has caused him trouble because of his refusal to reinstate its members who were fairly dismissed for violation of rule.

## Government Versus Individual Construction.

The references made in Congress to the building of the new British battleship, Dreadnaught, have shown us that the English government can build a battleship in about one-third the time it takes to build one of the same class in the United States.

As battleships go, taking the improvements into consideration, one that is three years in building is ready for the junk heap almost as soon as she is finished. Taking the opinions of naval experts for what they are worth, the length of time it takes to build a battleship for the United States, condemns the ship to uselessness when compared with ships built by other nations and completed at the same time. The foreign battleships have the advantage of more recent construction and all that goes with it, which in these days is considerable.

It shows a lack of something, somewhere, that is peculiar to all government contracts, when the time consumed in building a battleship or a public building is several years longer than the time used to build something of the same kind for an individual.

Transportation companies do not spend from three to five years in building their ocean grey hounds; individuals or corporations, do not take ten years to build a comparatively small building, but the same contractors who build for the corporation, or the individual, will use several years more to do the same, or less, work for the government, and nothing is done to hurry the work along; the delay is accepted as a part of our system of governmental operation, and it goes at that.

A comparison in construction will serve to show how the work is carried on when

the government stands good for it and when an individual foots the bill.

Several years ago the government made an appropriation to erect a Federal building in Cleveland. The contracts were let and in due course of time, after Congress had passed and re-passed on materials and other matters, the work commenced. The government rented a building in Cleveland for ten years, to be used for postoffice and other government business. The new building is creeping along slowly, as did the Chicago postoffice, and every other post-office for that matter, and one of these days, in the due course of governmental affairs, the Federal building will be done and—out of date.

Quite a while after the Federal building was started, John D. Rockefeller commenced a building that will hold the Federal building and leave room for others of the same size. This Rockefeller structure has been completed for over a year. This is the difference in private and government work, and why is it? Why should the government delay its work and who profits thereby? Rockefeller did not have to consult Congress or placate any Congressmen with "pork-barrel" tendencies; he did not have to make place for inspectors and others who live on political reward; he did not have to regard the contentions of the friends of different stone quarries and study the political effect of his decision and he, therefore, started and finished his building, and now receives the revenue therefrom while the Federal structure is still hanging in the air and middle-aged Clevelanders look forward to old age and the completion of the Federal building as things that will come together as a natural consequence.

The statement, as it applies to Cleveland, applies to every other public enterprise paid for by the government. The whole history is delay, political interference and an out of date structure when it is finished.

The life of a battleship is at best a few years. When we consider that the Oregon, she of the splendid record and undying fame, that sailed around a continent and was ready at the end of her trip to go into action, is now relegated to the scrap heap, the life and usefulness of the battleship

can be understood. The vessels that stood the brunt of the work during the Spanish-American war are obsolete, almost, as the old iron clads that were dug up out of their graves and put on duty as coast defense vessels at that time.

If the United States starts to build a vessel of the Dreadnaught type, and uses the same time as it has on other vessels, the new 20,000 ton battleship will be three years older than a ship coming out of a foreign shipyard at the same time.

The American workman works faster and, we are told, as well as his foreign brother. His mechanical advantages enable him to produce more in a given time. The long story of government contract work is not to be laid to the workmen but to their employers. They do not waste time on private contracts as they do on government work, and England, with her largest battleship in the world, built in one year and tried at that, shows there is something behind our government contract work that profits some one or the jobs would be gotten out of the way as other jobs are rushed through.

Last year Congress decided to build a 20,000 ton battleship but did not provide the money. This time Congress passed upon the plans and provided the money. Imagine the high order of intelligence that Congress exercised when it decided upon the plans. The average Congressman knows more about an incubator than a ship of any kind and at that holds no certificate of his exceptional incubator knowledge.

The difference is the same difference that exists where they do things and where they prevent their being done. With us the project has to be started, encouraged and carried out with due regard to political effect rather than useful results. When all the politicians have been placated, the contractors assured they will not be offended, and other interests that demand a share of the "pork" before they will vote the necessary appropriation, have been handed their bit, the work can proceed with careful regard to the feelings of the politicians with the consequent life-long period waiting for completion.

# NOTES

WANTED.—Address of Jesse Mankin, last heard from was running out of Galveston, Texas. Write F. W. Ives, Secretary No. 53.

WANTED.—To know the whereabouts of Wakefield Dunlap. Last heard from in Grand Island, Neb., on the U. P., in 1903. Address Bobbie Burns, Frackville, Pa.

WANTED.—To know the whereabouts of Mike Daley, of Lodge No. 390. Last heard from at Little Rock, Ark. Address his mother, Mrs. Mary Daley, No. 68 E. Eighth street, Peru, Ind.

WANTED.—To know the whereabouts of Thomas O'Hara. Last heard of he was working in Minnesota. Address, Charles H. Phillips, No. 703 Pine street, St. Louis, Mo.

WANTED.—To know the address of C. E. Somerville and M. Fowler, who formerly worked out of Smithville, Texas, on the M. K. & T. Address, C. H. Hubbell, General Delivery, Williamsport, Pa.

WANTED.—To know the address of A. R. Nixon, formerly a member of Lodge No. 390. Address, J. A. Frazier, No. 45 Putnam street, New Haven, Conn.

WANTED.—To know the whereabouts of Daniel F. Bergan. Last heard from was working on the Burlington, out of Lincoln, Neb. Address C. Angelo, No. 114 W. Sargent St., Litchfield, Ill.

ANYONE knowing the address of Mart Wight, a member in good standing of Clover Leaf Lodge No. 469, or any of his relatives, will please send same to Charles Clayton, No. 217 4th St., Charleston, Ill. Something of importance!

WANTED.—To know the address of J. D. Manion, formerly employed as engineer on the B. & O., working out of Benwood yard. Was last heard from in San Antonio, Texas. Address J. E. Dobson, Agent, Lodge No. 381.

WANTED.—To know the address of Thomas L. Murphy. Last heard from in December, 1906, in Bellevue, Ohio, on the N. Y. C. & St. L. R. R. Address, Ernest Levesque, No. 59 Union street, W. Springfield, Mass.

## QUEEN WATCHES.

A number of our lady friends are doing good work for the JOURNAL by getting subscriptions and it will not be long before several of them will have

their Queen watches. We have an unlimited number of them, so we ask everybody to take one for thirty subscriptions.

W. L. LANSING, a member of Lodge No. 80, has disappeared from Winslow, Ariz., where he had been employed as brakeman on the Santa Fe. He is medium height, blue eyes, light complexion, reddish brown hair, light eye-brows, high forehead, age thirty-eight. Address Mrs. W. L. Lansing, No. 520 East Burleson St., Marshall, Tex.

SOUTH CHICAGO, ILL.—Brother H. B. Rogers, of Lodge No. 715, paid his dues for April, May and June on March 22nd, secured traveling card good through the month of April, and mysteriously disappeared. Any information concerning this brother will please be sent to C. J. Baker, Financier of Lodge No. 715.

SYRACUSE, N. Y.—Lodge No. 230 is getting along very nicely, and admitting members at almost every meeting. The majority of these are coming from the yards at De Witt.

We have a very nice amount in our sick fund, which was added to very substantially by a dance held on March 18th.

JOURNAL AGENT, Lodge No. 230.

## WALKING STICK.

Mr. J. Condon, Box F, Yuma, Ariz., writes that he has a cane made from paper contained in the RAILROAD TRAINMEN'S JOURNAL, which he will sell for twenty-five dollars. Any of the brothers needing an article of this kind for themselves, or for fairs, or to be used as prizes for ticket selling, etc., will communicate with him.

MONTEVIDEO, MINN.—Lodge No. 764 was organized April 14th with 25 members and applications are coming to us at all of our meetings. We expect to have an excellent lodge, for we are getting the right kind of material. Brother Dodge assisted us to organize and we all had a good time.

A. JOHNSON,  
Journal Agent, No. 764.

CONNELLSVILLE, PA.—The members of Lodge No. 218 presented Brother B. F. Johnston, who has been Chairman of their Grievance Committee for the past twelve years, with a purse of seventy-five dollars, in recognition of the excellent service he has rendered the members of the lodge. The testimonial to Brother Johnston was a splendid tribute of his popularity with the membership.



PRINCETON, IND.—Lodge No. 361 meets in the same place as it has for a long time, and is building up a splendid membership of genuine railroad men. The members are attending lodge very nicely and our meetings have been better this year than ever before.

I trust every member who is not receiving his JOURNAL will let me know, and I will attend to it for him.

W. J. SWANN.

\* \* \*

OAKLAND, CAL.—Lodge No. 71 has increased its membership continuously since the Switchmen's Union started a lodge at Oakland, and there are very many applications to be acted on in the near future, so it can be taken for granted that Lodge No. 71 will not suffer any because of the competition.

Any brothers looking for road or yard work on the Coast can secure it at Oakland, and we are always glad to have members in good standing come our way.

H. S. FOWLER.

\* \* \*

THURMOND, W. VA.—Lodge No. 599 is coming to the front very nicely, but our members do not seem to understand the absolute necessity for each one of them doing his full share to help the Brotherhood along.

It is unfair to expect one or two of the members to do all the work, so let everybody come out and do his share. We have a good set of officers and are admitting new members at every meeting. As soon as the employees are old enough to join, they come with us. I hope we will have a splendid attendance in the future.

J. A. HOKK.

\* \* \*

MERIDIAN, MISS.—Brother Harry Adams, of Lodge No. 577, while acting as organizer on the M. & O., visited No. 373, and with the assistance of one of her members, succeeded in getting a class of seventy-eight members, who were admitted April 1st, 1907. Another class of about thirty-five will be ready for the first meeting in May.

This is surely going some, and we expect in the very near future to have a membership of more than two hundred.

W. BLAKELY.

\* \* \*

SELMA, ALA.—Lodge No. 730 is doing very nicely. It is admitting new members at every meeting and there are a number of eligible ones who are on the way to membership.

Since we secured our new contract our members have been attending the meetings and we have had some excellent ones. Our officers are of the very best, and are always doing everything possible for the good of the lodge.

Every member seems to appreciate what the Organization has done, and is doing what he can to make this the best lodge in the South.

A. M. COX.

\* \* \*

#### WASHING DONE FREE.

One of our advertisers, Mr. R. F. Bieber, General Manager of the famous 1900 Washer Co. of

Binghamton, N. Y., is so enthusiastic over the work done by his wonderful Gravity Washer that he makes a wide-open, unlimited offer to let the machine do all the family washing for a month on free trial. Mr. Bieber has sold a great many washers to our subscribers and everybody who has tried the Gravity Washer has been so delighted with the work it does that he says he will be glad to send out washers on free trial to any reliable reader of our paper.

He also says he is not particular whether parties who decide to keep the washer pay for it by the week or by the month.

You can get full particulars of this liberal Free Trial offer and "Pay as it Saves for You" plan of selling by sending your name and address to the General Manager of the 1900 Washer Co., Mr. R. F. Bieber, 507 Henry street, Binghamton, N. Y.

\* \* \*

DESHLER, O.—I have read a letter or two in defense of the cripple. I trust the members of the B. of R. T. will not overlook the appeal that has been made to them to do something for the man who has been unfortunate.

I lost my right hand about two years ago and have never had a job on the B. & O. since that time, neither have I received my insurance from the B. & O., which compelled me to pay for insurance before I was allowed to work.

I ask, "Why should we keep up our dues in the B. of R. T. if there is no further protection for us?"

A. E. STEVENSON.

\* \* \*

FRESNO, CAL.—Commencing with the second Sunday in April, Lodge No. 420 will meet every second and fourth Sunday at 2 p. m., instead of at 7 p. m., as formerly.

We hope this will be more satisfactory to our members and give some of our brothers a chance to attend, who fell back on the excuse that they were on local, and had to get up so early that they could not attend.

Since the election of our officers, the members have been taking more interest in the meetings than before. Applications are coming in at every meeting, and everything looks much better for us than it did. A good attendance always impresses a candidate favorably, and it is to be hoped that all of the brothers will be out and lend us a hand.

JOURNAL AGENT.

\* \* \*

WEST CHESTER, PA.—Lodge No. 643 is one year old and has a membership of seventy-two. The lodge has a very nice treasury and has recently added a good sum to it, as the proceeds of a drawing held by the lodge.

Our members are working nicely together, and the results show for themselves. New members are coming at every meeting, and a number of our crews are solid. We hope by this time next year that every employee that is eligible will be with us.

A recent visit from Brother Fitzpatrick was very much appreciated by all of us, and his advice will do us a great deal of good.

F. A. FINEGAN.

## MORE INSURANCE.

I have noticed the insurance question discussed in the JOURNAL. I find that nearly all of the boys in our lodge who carry Class C in the Trainmen are insured in other companies. As long as we are in the insurance business it seems to me that we ought to find a way to raise our policies to a higher amount, so that we can furnish our members with all the insurance they want.

Of course, the insurance assessments will be high, but we want the insurance just the same. As we offer the best and cheapest insurance of any association, we ought to be able to raise our Class C policies to two thousand dollars, and add another class of twenty-five hundred.

F. L. DICKINSON, Lodge No. 96.

\* \* \*

FREEMPORT, PA.—I carefully noted with interest the contents of Brother James J. Fraisure's letter of No. 597 in our JOURNAL of March, and I consider that he has started something; that we one and all should get after and make every effort to have—a national home for our crippled and disabled brothers, also a school for the education of their children, in order to prepare them to play well their part in this world. This can be done very easily if one stops to think. A tax of five cents per month on each member, as Brother Fraisure states, will solve the problem, and I am of his opinion that there is not a brother who would begrudge double this amount to such an object.

Yours fraternally,

JAS. H. SWEENEY,  
No. 758.

\* \* \*

LAKE CHARLES, LA.—I note that Brother La Fontaine suggested a shortening of the limit of service prior to admission, and I can not agree with him. I believe that by keeping a man out of the Organization for one year we can become thoroughly acquainted with him and know whether he is fit to be a member or not.

Many young men start in thinking that railroading will be easy work, but find it different and give it up, and, therefore, would not make good members. Brother La Fontaine said that some of the men worked for a season in one place and then went elsewhere, and all of the time they were non-union men. I think it would be better to keep them out the required time than to take them so soon, and before they are really tried out.

There are a lot of railroad men who find themselves entirely out when the extra board is reduced, and the extra men are usually the inexperienced ones. I think by holding a man off for twelve months, he is sure to be settled in his position, and would make a desirable member.

MASTER Lodge No. 712.

\* \* \*

## LOST!

The following articles herein mentioned as lost, if found, will please be returned to the Financier of the lodge of which the loser is a member;

C. A. Boay, Lodge No. 169, receipts for one year.

C. W. Adams, Lodge No. 375, receipts and \$10.

F. O. Thomas, Lodge No. 82, receipts, pass and pass book.

Pearl Anderson, Lodge No. 602, receipts and meal book.

Louis Patton, Lodge No. 456, receipts, lost at Connellsville.

W. W. Dickson, Lodge No. 370, receipts and traveling card.

Harry H. Hill, Lodge No. 128, receipts and passes for 1907.

W. L. Graf, Lodge No. 128, January, February and March receipts.

W. B. Wells, Lodge No. 608, traveling card and April receipts, with order for secret work.

C. E. Robertson, Lodge No. 348, traveling card, two years receipts and service letters from O. & St. L., St. L. I. M. & S., St. L. & S. F.

F. M. Troxell, Lodge No. 497, receipt case containing receipts; also five ball tickets. The brother says he will reward the party returning the above to him.

C. O. Wier, Lodge No. 284, two years' receipts, up to March, 1907, clearances from Southern Pacific, H. & T. C., M. K. & T. and T. & P. E. P. & S. W., four meal tickets, \$47.00 cash and other valuable papers. The above was in a red leather case.

\* \* \*

## CONVENTION SUGGESTIONS.

The delegates of the Brotherhood of Railroad Trainmen will soon be assembled in convention at Atlanta, Ga.

The writer was one of the hundreds of delegates who composed the Buffalo Convention in 1905, and no one appeared to foresee, at that time, the anti-pass legislation since imposed by the federal authorities.

Today no transportation company can lawfully grant transportation over its lines to anyone except he or she be an employe of the company granting the favor.

There was a time in the past when the writer strenuously opposed lengthening the interval between conventions. At those periods there was much need for holding our conventions frequently. Our Constitution was faulty. The Order, up to 1894, while it had many crude contracts with transportation companies, was, notwithstanding, weak. We lacked numerical strength—members—and organized mobility.

The "94" crisis nearly stranded us both physically and financially.

When we met in Convention at Galesburg in 1895 we found the situation so badly demoralized in the Grand Lodge that but one of the Vice Grand Masters was re-elected. This one elected we made Grand Master. He is our present able and respected chief. The Moses (to me) to the children of the Brotherhood of Railroad Trainmen, and deservedly so regarded. To continue: that Convention left a legacy of nearly two hundred thousand dollars (\$200,000) of debt to a membership of less than 20,000.

However, it, there and then, at the Galesburg

Convention in 1895, laid a foundation deep and broad for the 90,000 human edifice that rests upon it now, and the additional tens of thousands that will flock to it in the days to come.

If elected new, and, in most cases, untried officers, who must render an accounting of their stewardship at conventions held not too far apart. The Order barely escaped foundering on the shoals of error in 1894. Many believe the Galesburg Convention saved the Order. It was the most remarkable in its work, and fortunate in its results of any in our history, and it was to the B. of R. T., what the Continental Congress was to the United States when on the Fourth of July, 1776, it gave utterance to the Declaration of Independence.

The 1895 Galesburg Convention elected new, but able men. It launched out under new, and what we hoped would prove progressive and practical policies, yet all of the conditions mentioned in the foregoing absolutely required our members to hold conventions frequently, whereby we might more quickly judge of the utility of the new policies, also consider the fitness of our new leaders to successfully lead.

Briefly stated, the foregoing not only justified the biennial period for our conventions, but, in the opinion of probably a majority of the members, made it reasonably indispensable.

At Atlanta the delegates will find that most, if not all, of our Grand Lodge officers have made more than good, as usual, in the discharge of their official responsibilities for the two years past. They will also find the general policy of progressive conservatism permanently fixed, and sufficiently elastic to be adaptable to the evolutionary changes that must come from time to time in the course of human affairs. All this makes the holding of the Biennial Convention a perfunctory and a semi-useless expenditure of human energy—a waste of money that should be left in every brother's pocket.

I understand the lodges are expected to vote on the expediency of paying the Atlanta delegates \$6 per day and two cents per mile. Would it not have been also fully as expedient to have included the four-year Quadrennial Convention also in this referendum to the lodges?

Now that the Brotherhood's official personnel is undeniably able and diligent and its policies proven to be permanent and adaptive, and in view of the fact that the members of our Order must pay the cost of railway fares of delegates to and from Convention hereafter, it seems, to one who has attended several conventions in the capacity of delegate, that this Convention should regard, as a sacred duty, the necessity for making such slight changes in the Constitution as will provide a fair and just method of handling questionable disability claims and the submission of important matters in referendum form to the membership.

The Biennial Convention should have been abandoned at least four years ago. Now that it is no longer necessary, and every honest member who knows anything about them ought to admit it, let us trust and believe that the delegates to At-

lanta will add a common sense laurel to their acts while there by adopting the Quadrennial Convention period.

D. C. BOND.

\* \* \*

## A Chance To Make An Easy Extra.

There isn't a reader but who would be perfectly willing to make a little easy money. We offer the chance for every member to make a fair week's wages by getting subscriptions for the JOURNAL. Our prize offers are of the best. Our watches are among the best on the market and sell for \$50.00, \$35.00 and \$30.00 and our commissions offered through them run from 100 to 66 per cent, which is about as high as can well be paid for any kind of agency work.

We do not want our brothers to ask their friends to subscribe for this JOURNAL by putting up a plea for charity. There is no charity about it. We contract to give a dollar's worth of goods for the dollar paid for subscription. We want every business and professional man to know something of this organization and we believe that if they will read the JOURNAL they can gain the information desired as well as much other useful economic education that will not hurt them any.

You advise Mr. Businessman that the TRAINMEN'S JOURNAL is a business proposition with you, and him, just as he will tell you that what he wants to sell you is. He would not think of denying a hearing to a solicitor for other business, not by a long shot. If he does not want the JOURNAL, we do not want him to have it, but if he can be persuaded to take it as he takes other publications we want him to have it and we hope our brothers will not let him get away without the asking.

Send for subscription blanks and receipt book, look over the list of prizes in the advertising pages and then get to work, make a little easy over time, and put the JOURNAL where it will do the most good for your Brotherhood.

\* \* \*

## Business Subscribers Received For April

Under this head the JOURNAL will print once the name, business and business address of each business firm, or, of each person in business for himself, or, representing a business firm as its agent who subscribes for one year. The idea is to inform our readers who among their businessmen have subscribed and to recommend to them the fairness of giving their patronage to those who have patronized the JOURNAL.

### WEST PHILADELPHIA, PA.

Received from C. Mahoney, Lodge No. 587:  
P. E. Hurley, Hotel, 44th and Lancaster ave.  
Jas. O'Kane, Hotel, 4418-20 Lancaster avenue.

### SPOKANE, WASH.

Received from B. McLaughlin, Lodge No. 741:  
C. D. Cory, Riverside Hotel.

## MASSACHUSETTS.

Received from G. B. Herrick, Lodge No. 236:

## SOUTH FRAMINGHAM.

A. W. Johnson, Shoe Repairer, 5 Concord.  
Marcus Silverstein, Tailor, 12 Howard.

## MARLBORO.

C. S. Thomson, Stationer, 181 Main.

## CEDAR RAPIDS, IA.

Received from H. M. Clark, Lodge No. 56:

J. T. Carmody, Foundry & Machine Shop.  
T. S. Metcalf, Printer and Binder.  
W. G. Downs, Real Estate.

Dr. Hamilton, Physician &amp; Surgeon, Savings Bank.

Drs. Ristine &amp; Ruml, Physicians &amp; Surgeons, Kimball Bldg.

S. B. Beatty, Undertaker, Masonic Temple.  
O. Solomon, Clothing & Gents Furnishings.  
A. Franchere, The Fair.  
I. N. Kramer, Florist.F. Hurt, Painter and Decorator, 1306 C. St. W.  
Geo. Williams, Opera House Annex.

J. F. Liscar, The Annex.

J. L. Bachman, Sample Room.

M. Hines, Sample Room.

M. Y. Bealer, The Quarries, Cedar Valley, Ia.

## MISSOURI.

Received from E. E. Schmulling, Lodge No. 57:

## MOBERLY.

Fred Oliver, Oliver Hotel and Restaurant.  
Thackston & Owen, East Side Grocers 119 E. Coates.

L. W. Kelly, Care Travelers Insurance Co., 606 South Williams.

T. H. Jones Drug Co., 208 Reed street.

J. W. Walden, Wines and Liquors, 114 Reed.

O. B. Dingle, Up-to-Date Billiard and Pool Parlors, 404 Reed.

J. W. Fox, Wines and Liquors, 204 No. 4th.

D. E. Barnes, East Side Meat Market, 118 E. Coates.

Johannes Goetze, Pianos and Organs.

Martin &amp; Fea, Cafe and Restaurant, 208 N. 4th.

Baur &amp; Kioner Bakery and Confectionery, Cor. Reed and 4th.

John P. Beuth, Plumbing and Heating, 111 No. Williams.

B. R. White, Wood and Coal Yard, Livery, Feed and Sale Stable, 102 So. Williams.

Fred Priesmeyer, Drugs, 201 Reed.

W. A. Patrick, Groceries, Barrow and Porter sts.

C. E. Zahl, Drugs, 219 Reed street.

W. S. Henry's Shaving Parlor, 423 Reed street.

Mrs. Wm. Radell, Bakery and Confectionery, 216 No. Clark.

P. Halloran, Manager Moberly Opera House, 323 No. Williams.

Turner &amp; Deskins, Restaurant, 217 Reed street.

D. F. Carpenter, Watchmaker, Jeweler, etc., 213 Reed street.

Baker &amp; Baker, The 99 Cent Store, 413 Reed.

Mangus Drug Co., 549 W. Coates.

J. E. Johnson, Cigars, 543 W. Coates.

Chas. H. Dombach, Jos. Schlitz Brewing Co.'s Beer, 117 Reed street.

O. Ratzer, Baltimore Bar.

Weldon & Alsobrook, Props. Baltimore Hotel.  
Davlin & Sons, Wagons, Carriages, etc., 409 W. Coates.

E. M. Dingle, Prop. Restaurant.

Geo. A. Young, Jeweler, 215 Reed.

Max Lowenstein, Clothing and Gents Furnishings, 308 Reed.

H. H. Wayland, Flour, Hay and Feed, 545 W. Reed.

Received from E. E. Schmulling, Lodge No. 57:  
Bank of Moberly.

Tom Kelly, Merchants Hotel.

W. J. Young, Mgr. Wabash Hotel.

Henry Levy, Dry Goods, Clothing and Shoes, Cor. Reed and Clark.

J. S. Van Cleve &amp; Co., Furniture, Undertakers and Embalmers, 211 No. Clark.

Herman J. Lotter, Moberly Trust Co.

Little Dick Clothing Co., 306 Reed.

Clerton &amp; Walton, Drugs, 319 Reed.

Dingle &amp; Fressler, Gents Clothing &amp; Furnishing Goods.

Short Bros., Wines &amp; Liquors, cor Coates &amp; 4th.

Christian Bros., Groceries &amp; Feed, 322-24 Reed.

J. S. Bowers &amp; Son, Bowers Trade Palace.

Mechanics Savings Bank.

G. W. Chase, Watch Maker and Jeweler.

R. Gross, Wholesale Candies.

O'Keefe Bros., Wholesale Grocers, W. Coates.

Lloyd Wayland, Grocery and Bakery.

H. Mathews, Wines and Liquors.

Julius Miller, Moberly Trust Co.

## BRUNSWICK.

L. Kinkhorst &amp; Son, General Merchandise.

Knight &amp; Rucker.

T. I. Beazley, Short Order House and Confectionery.

Harry Litchfield, Wines, Liquors and Cigars.

W. M. Hopkins, Leader Hardware Store.

C. E. Lea, Groceries.

B. F. Triplett, Opera House Pool &amp; Billiard Hall.

J. M. Peery &amp; Son, Lumber, Lime and Cement.

C. W. Bowen, Drugs and Jewelry, Watch Inspector Wabash R. R.

First National Bank.

G. T. Hecke, General Merchandise.

L. E. Merrill, Opera House Restaurant.

Geo. Staubus, Cattle Buyer and Shipper.

M. B. Austin, Local Surgeon for Wabash R. R.

Brunswick Tobacco Co.

J. E. Boyer, Union House.

Finch &amp; Gritzmacher, Opera House Bar.

## HUNTSVILLE.

A. I. Vanderbeck, Wines and Liquors.

C. C. Sandison, Groceries.

Lumb &amp; Bailey, Grocery and Meat Market.

MacCormac &amp; Sears, Flour, Feed and Hay.

W. G. Huston, Sheriff Randolph County.

Fred Johnson, Marshal.

## SALISBURY.

Sutter &amp; Breitenbach, Wines and Liquors.

Tillerson &amp; Hays, Lunch Room &amp; Confectionery.

Eli Shire, Dry Goods, Carpets, Millinery, etc.

J. B. Hayes, Salisbury Bottling Works.

Thomas Karcher, Saloon.

R. A. Huber, Bakery and Confectionery.

## CLIFTON HILL.

D. J. Hutchinson & Co., Department Store.  
C. Buchanan, Druggist.  
T. R. Mayo, Mayo Tie and Lumber Co.  
Dr. W. R. Terrill Drugs, etc.

## DALTON.

D. Iglehart, Grain Man.  
W. A. Kroxberger, General Merchandise.  
T. R. Hamilton, Bank of Dalton.  
W. T. Cropper, Hardware, Stoves, etc.  
C. H. Hoffman & Co., Dry Goods and Groceries.  
H. S. Freeman, Wines and Cigars.

## MINNESOTA.

Received from C. W. Straub, Lodge No. 512:

## COLOGNE.

Fritz & Johnson, General Merchandise.  
H. H. Shepers, Milk and Dairy Co.  
W. Menwiser, Building Material.  
Cologne Mill Co.

## NORWOOD.

E. Myers, City Dray Line.  
A. H. Fabel, Wet Goods.  
W. Born, Minneapolis Brewing Co.  
F. W. Hedtke Manager Samuel Bro. Creamery.

## HECTOR.

W. Schuft, City Meat Market.  
Peterson, Jerpe & Nelson, General Mdee.  
W. Stute, Wines, Liquors and Cigars.  
G. F. Kasson, H. C. Pierce Land Co.  
Johnson Hardware Co.  
V. H. Smith, Monarch Elevator Co.  
Hector Produce Co.

## GLENCOE.

L. S. Dibbs, Dray Line.  
Carstens & Buss, Meats.  
J. H. Reiner, Jeweler & C. M. & St. P. Watch  
Inspector.  
W. G. Gould, Jeweler & Muscial Supplies.  
Glencoe Foundry and Machine Co.  
Glencoe Produce Co.

## OLIVIA.

W. J. Heaney, Hardware.  
B. F. Byers, Hardware & Farm Machinery.  
Olivia Rolling Mills.  
Olivia Bottling Works.  
J. W. Ployhart, Empire Elevator Co.

## DANUBE.

W. F. Nuenburg, Lumber and Coal.  
W. Finley, Farmers Elevator Co.  
G. A. Zacher, Exchange Elevator Co.  
H. W. Shoemaker, General Merchandise.  
Otto Schmidt, Hardware & Farm Machinery.  
H. Kuether, Sample Rooms.

## RENVILLE.

H. Hoen, Hoffman & Hoen Elevator Co.  
Renville Produce Co.

## SACRED HEART.

G. C. Aarnes, McGregor Bros. Lumber Co.  
H. E. Brawn, Real Estate and Loans.  
P. H. Polson, General Merchandise.  
E. P. Dosseth, City Dray Line.

## BIRD ISLAND.

H. P. Huson, Interior Lumber Co.  
H. Arnsdorff, City Dray Line.  
Paul Kolbe, Bird Island Produce Co.

T. Hurley, E. W. Summer Elevator Co.  
J. Poal, Restaurant and Confectionery.

## BROWNTON.

Peter Jensen Lumber Co.  
W. C. Groth, City Dray Line.

## PLATO.

J. Ziegenhagen, City Hotel & Sample Rooms.  
D. Bergman, General Merchandise.  
Minder Merchandise Co.  
D. J. Graupman, Hardware.  
J. Kemple & Son, Furniture, Wall Paper and  
Sewing Machines.

## BUFFALO LAKE.

C. Steinkopf, Farmers Elevator Co.  
J. Schwab, Wines, Liquors and Cigars.  
R. E. Sell, Home Cured Meats.  
H. Zulke, City Dray Line.  
J. P. Shepard, Commercial Hotel.  
Geo. Quast, City Dray Line.

## GRANITE FALLS.

Geo. Dillingham, City Dray Line.

## MONTEVIDEO.

Dr. Rogers, B. R. T. Physician.  
P. Calmeson, Mens and Boys' Clothing & Shoes.  
M. G. Oleson, Gents Furnishing Store.  
Shiehan Bros., Bakery and Restaurant.  
H. C. Miller, River Side Hotel.  
Simon Bros., Bazar.  
C. Waldeck, Pioneer Meat Market.  
Anderson & Oleson, Cosmopolitan Billiard &  
Pool Room.

T. W. Taylor, Wines and Liquors.

## MINNEAPOLIS.

H. Wolfson, Broker & Jeweler, 108 Washington  
avenue, S.

## BROWNTON.

Zander & Zimmerman, General Merchandise.  
F. C. Groth, Meats.  
J. Bohn, General Merchandise.  
W. Volkman, Wines, Liquors and Cigars.  
O. E. Krueger, Wines, Liquors and Cigars.

## ABERDEEN, SO. DAK.

R. O. Williams, Exchange Elevator Co.

## DETROIT, MICH.

Received from R. E. Morgan, Lodge No. 636:  
Swift & Co., 545 Gratiot avenue.  
F. C. Trowbridge Coal and Lumber Co., 506  
Garfield avenue.

D. B. Bancroft, Jeweler, 118 Broadway.

## NEEDLES, CAL.

Received from H. E. Carmichael, Lodge No. 430:  
Lemar Bros.  
Newmark & Folks.  
Monahan & Murphy.  
Needles Mercantile Co.  
Hon. Judge L. W. Root.  
Murphy, Briggs & Co.  
Dr. D. W. Rees, Needles Point Pharmacy.

## LOS ANGELES, CAL.

Received from E. C. Hertchew, Lodge No. 78:  
A. J. Watters, Chemist and Druggist, Hughes  
Block, 5th and Wall.  
Fred. Moll, Barber Shop, E. 5th street.  
Corona Wine Co., 260 E. 5th street.  
Chas. Hoffman, Grocer, 268 E. 6th street.

## DU BOIS, PA.

Received from J. F. McEntire, Lodge No. 598:  
 W. M. Baxter, Merchant, Franklin.  
 A. E. Fisthel, Merchant, Long avenue.  
 S. Quinn, Druggist, Long avenue.  
 W. H. Krach, Hotel, Long avenue.  
 H. R. Burns, Hotel, Long avenue.  
 Mr. Dietz, Hotel, Long avenue.

## SAN ANTONIO, TEX.

Received from M. J. Garvey, Lodge No. 52:  
 S. M. Hope, Prop. Maverick Bar.  
 A. W. Hartung, Broker, 109 Crofton avenue.  
 W. Kneudell, Prop. Palace Bar, 642 E. Commerce street.

J. R. Norton, Lawyer, 126 Main Plaza.

## HOUSTON.

A. L. Jackson, Lawyer, First National Bank Bldg.

## LAFAYETTE, LA.

Received from C. E. Harnisch, Lodge No. 317:  
 A. Peck, Hotel.  
 Pellerin Bros., Cafe.  
 Sosthene Martin, Mgr. Denbo & Nicholson Co. Ltd.

Landry's Livery Stable.  
 Prudhomme & McFadden, Grocers.  
 G. Shmulen, Dry Goods and Notions.  
 Moulton Bros., General Merchandise.  
 H. K. Ruger, Jeweler.  
 Levy Bros., Dry Goods and Notions.  
 Remy Landry, Prop. Gordon Hotel Barber Shop.  
 Rousseaux Dugas, Court House Cafe.  
 T. E. Ellis, Club Room.  
 R. C. Craig, Editor Lafayette Democrat.  
 L. J. Crouchet, Mgr. Peck's Hotel Barber Shop.  
 J. C. Clausen, Livery Stable.

## ASHTABULA, OHIO.

Received from R. M. Lomax, Lodge No. 84:  
 Consumers Brewing Co.  
 W. J. Green, Dentist, 218 Main.  
 Sanford Rice, Fire Insurance, 220 Main.

## LOWELLVILLE.

D. W. Liggett, Meat Market.  
 John Frech, Meat Market.

## ILLINOIS.

Received from Geo. J. Timms, Lodge No. 700:

## MINONK.

J. R. Gackey, Wholesale Produce.

## PONTIAC.

E. O. Reed, Cigar Manufacturer.  
 A. F. Mette, County Treasurer.

## OHIO.

Received from W. O. Weaver, Lodge No. 381:

## DENNISON.

Dr. R. A. Wilson.  
 D. G. Haas, Hardware.  
 W. M. Hill, Clothing House.

## UHRICHSVILLE.

J. A. Calhoun, Piano Dealer.  
 C. A. Greenlee, Grocery and Dry Goods.

## OKLAHOMA.

Received from Chester Reniff, Lodge No. 532.

## GRANITE.

L. C. McMurry, Barber Shop.  
 J. B. Norman, Druggist.

## LONE WOLF.

J. W. Smartwood, Blacksmith Shop.

## MOUNTAIN VIEW.

G. A. Severn, Bowling Alley and Pool Hall.

## EL RENO.

C. L. Wellman, Druggist, First Cor. No. of Postoffice.

Henry Shaper, Wholesale & Retail Liquors.  
 S. G. Empey, Hardware, 618 Williams avenue.  
 H. M. Foster, El Reno Hotel, Cor. Choctaw & Wade.

H. B. Wiley, Barber Shop.  
 Hamakey & Yoist, Barber Shop, 218 So. Rock Island avenue.

J. B. Kerrick, Funeral Director and Picture Framing, 209 S. Rock Island avenue.

T. A. Partwood, Flour, Feed and Groceries, 724 Miles.

## HITCHCOCK.

Dan Betz, Farmer, Route No. 2.

## ANADARKO.

A. J. Morris, Attorney-at-Law.

## MANGUM.

C. H. Eagin, Attorney-at-Law.

## INDIAN TERRITORY.

## MINCO.

R. C. Hopkins, Hotel.

## POCASSET.

C. E. Cotner, Dry Goods and Groceries.

## SO. McALESTER.

Jas. A. Chapman, Farmer.

## BALTIMORE, MD.

Received from H. E. Eaton, Lodge No. 124:  
 McCarthy & Harper, Hardware, 845 No. Calvert,  
 Hotel Kelly, Jos. Gesselbrecht, Prop. 1425 N Charles street.

Singers Underselling Store, Men's and Boys Outfitters, 1444 Light street.

J. R. Zink, Restaurant.

R. E. Gordon, Meat Market, 320 W. 29th st.

Sig. Rosenblatt, Clothing, 408 E. Balto. street.

J. H. Farber, Wholesale Liquor Dealer, 343 North street.

J. T. Conway, Groceries, 2742 Huntington ave.

Chas. L. Cohen, Shoe Dealer, 315 No. Gay st.

G. H. Shelta, Dry Goods, 1453 Light street.

J. H. Gehring, Jewelry, 420 No. Gay street.

## JACKSONVILLE, TEX.

Received from John T. Slocum, Lodge No. 738:  
 Gregard Bros., Hardware.

Johnson Drug Co.

Sam R. Hettleburg, Hotel.

John A. Bell & Co., Gents Furnishings.

J. L. Brown, Dry Goods.

W. F. Tucker, Restaurant.

Dr. J. A. Print, Dentist.

W. H. Sory, Telephone Exchange.

Joe Dixon, Druggist.

W. Y. Forrest, City Marshal.

B. Pinkard, Groceries.

Watts & Allen, Groceries.

Geo. Scroggins, Cattleman.

C. B. Falls, Meat Market.

## ATHENS, TEX.

C. Pinkerton, Cold Drink Stand.

## PITTSBURG, PA.

Received from W. M. Howell, Lodge No. 382:  
C. E. Carpenter, Coal Dealer.

## LONDON, ONT.

Received from Chas. Veech, Lodge No. 415:  
Carling & Co., Brewers.  
McCullum & Willes, Coal Merchants, 657 Richmond.

Webster Kernothan, Coal Merchant, Picadilly st.

## SOUTH BEND, IND.

Received from Geo. Redding, Lodge No. 28:  
State Loan Co.

## NEWTON, KANS.

Received from T. C. McLaughlin, Lodge No. 217:  
A. B. Conrad, Jeweler.

## LONG PINE, NEBR.

Received from Geo. R. Scott, Lodge No. 190:  
J. J. Molt, Pharmacy.

## PITTSBURG, PA.

Received from A. F. Morton, Lodge No. 225:  
C. J. Berg, Hotel Raymond, 36th and Butler.  
Dr. H. C. Heiber, 1900 Penn avenue.

## AURORA, ILL.

Received from A. J. Stadlander, Lodge No. 6:  
Henry George, Saloon, 8 and 10 Broadway.  
Frank C. Burton, Buffet, 109 Fox.  
Billings & Hamlin, Buffet & Billiards, 78-80 Fox.  
Dr. A. R. Reder, Physician and Surgeon.

## LOUISVILLE, KY.

Received from H. A. Carfield, Lodge No. 156.  
Chas. Seng, Jeweler, 806 E. Market.  
J. J. Flynn, Wholesale Produce, 300 E. Washington.

Heller Bros., Cafe, 1206 Storey avenue.  
Ed Frantz, Barber, 1587 Storey avenue.

## ALTOONA, PA.

Received from W. C. Giarth, Lodge No. 174:  
Dr. T. M. Morrow, 988 17th street.  
F. J. Molloy, Hotel Franklin.

## SALIDA, COLO.

Received from W. Henry Curtis, Lodge No. 31:  
C. B. Van Cleave, Barber Shop, Box 99.  
J. M. Campbell, Troy Laundry, 150 First.  
Wm. D. Erwin, Real Estate and Insurance, Box 517.

C. A. Chamberlin, Attorney-at-Law, Box 649.  
F. C. Woody, Asst. Cashier First National Bank.  
The Ramsey Dry Goods Co., F street.  
Fred W. Manherz, Keystone Barber Shop, 108 E. 1st street.

## ONTARIO.

Received from T. J. Curran, Lodge No. 255:  
TORONTO.

H. C. Stanners, Jeweler, 1200 Queen street W.  
TORONTO JUNCTION.

Dr. McVetey, Annette street.  
Dr. Clendenning, Dundas and Pacific.  
Southwell & Doane, Men's Furnishers, Dundas street W.

Jas. Greig, Livery, 15 and 17 Keele street, So.  
W. J. Sheppard, Jeweler, Dundas street W.  
J. H. Agnew, Tailor, Dundas street, E.

## BUFFALO, N. Y.

Received from A. B. Harkins, Lodge No. 187:  
Joseph Fuhr, Boots, Shoes and Furnishings, 566 Swan.

## ILLINOIS.

Received from E. E. Spivey, Lodge No. 760:

## VILLA GROVE.

W. A. Keith, Cement Contractor.  
Guy Richman, City Dairy.  
Lander & Hopkins, Windsor Hotel.  
F. M. Blackford, Barber.  
Dr. I. M. Miller, Physician and Surgeon.  
N. B. Nathan, Clothing & Gents Furnishings.  
G. E. Combs, Jeweler, and C. & E. I. Watch Inspector.

E. L. Mott, Undertaker & Furniture Dealer.  
Grimes & Shafer, Union Made Overalls, Gloves and Shoes.

H. Downer, Bowling Alley & Billiard Hall.  
J. C. Howell, Frisco Hotel.  
M. Clementz, Wines and Liquors.

F. J. Kircher, Groceries and Queensware.  
Levi Moore, Justice of the Peace, Real Estate and Loans.

J. A. Sprinkle, Druggist and Stationery.  
Garvin & Howard, Groceries.

D. F. Richman, Farm Implements.  
Gibeault & Shanahan, Meat Market.  
A. F. Van Rheeden, Men's Outfitter.  
Dr. G. L. Kennedy, Dentist.

## BEECHER CITY.

W. S. Barr & Son, Furniture and Wall Paper.

## GALION, OHIO.

Received from Carl Monat, Lodge No. 25:  
Kreiter & Schaefer, Grocers, So. Market.  
Evans & Kurley, Grocers, So. Boston.

## UNIONTOWN, PA.

Received from F. W. Bush, Lodge No. 490:  
Hague & Gibbs, Shaving Parlors, 64 W. Main.

## PITTSBURG, PA.

Received from W. H. Sutch, Lodge No. 225:  
A. W. Smith, Florist, 345 6th avenue.

## NORTH WEST TERRITORY.

## MEDICINE HAT.

O. G. White, Barrister.  
Leonard & Harris, Grocers.

## TEXAS.

Received from John Appleby, Lodge No. 369:  
SAN ANTONIO.

C. E. Boschardt, Branch Cafe, 503 E. Houston.  
Hicks & Hicks, Hicks Building.

## PEARSALL.

R. A. Moore, Stockman.

## COTULLA.

C. E. Manlay, Cotulla Record.

## HUNTER.

Dr. E. M. Dunn.

## NEW BRAUNFELS.

Louis Herme, Herme Lumber Co.

## TAYLOR.

Taylor Cotton Oil Works.  
G. A. Richter, Furniture & Undertaker.  
R. B. Spencer, Lumber & Bl'dg Supplies.  
Diamond Roller Mills.

Taylor Ice Co.

Hugh Williams, Mgr. Taylor Cotton Oil Co.  
H. J. Morgan, Mgr. Compress.

## MCNEIL.

G. H. Mays, Mgr. Martin Bros. Store.

## ROUND ROCK.

Dr. J. A. Holloway.

## VANCOUVER, B. C.

Received from A. J. Spear, Lodge No. 144:  
Waverly Hotel, Georgia street.

## FRESNO, CAL.

Received from C. M. Gorman, Lodge No. 420:  
E. L. Hughes, Elite Saloon, 1840 Mariposa.  
E. M. Dineen, The Cowan Hotel, 1256 J.  
S. B. Goodman, Gents' Furnishings, I and Mari-  
posa.

T. E. Collins, The Ogle House, H. street.  
L. Ackerman, Billiard & Pool Room, 1020 J. st.

## KARNER, N. Y.

Received from Dennis A. Dwyer, Lodge No. 37:  
John J. Dwyer, Lumber Dealer.  
M. Seider, Fancy Poultry.  
J. Joyce, Hardware.

## EL PASO, TEX.

Received from L. W. Mullen, Lodge No. 80:  
Lion Grocery Co., 8 Stanton street.

## MARSHALL, TEXAS.

Received from A. Tyler, Lodge No. 686:  
J. A. Moore, T. & P. Hospital.

## LAREDO, MO.

Received from I. P. Leach, Lodge No. 269:  
D. W. Farnsworth, Hardware and Groceries.  
G. W. Payton & Sons, General Merchandise.  
Harry H. Thomas, Tonsorial Parlors.  
Urton & Robertson, General Merchandise.  
A. E. Parkhurst, Lumber and Building Ma-  
terial.

Dr. W. R. Adams, Physician and Surgeon.  
Chas. Cate, Restaurant and Confectionery.

## BUFFALO, N. Y.

Received from A. Van Houten, Lodge No. 187:  
A. Fisher, White Bear, 359 Main.  
Hotel Goetz, 194 Pearl.  
Geo. Sutton, Printer, 297 Seneca.  
E. Connors, Cafe, 32 Seneca.  
E. B. Flynn, Cafe, 1036 Elenwood avenue.  
J. Leyden, Hotel, 733 So. Park avenue.  
M. Wagner, Cigars, 198 Pearl.  
J. Wood, Cafe, 10 N. Division.  
J. L. Snyder, Wholesale Cigar Co., 331 Main.  
A. F. Kirkland, Cigars, 197 Pearl.  
E. H. Fleischman, Cafe, 333 Main.  
Worden Bros., Mont. Mfg. Co., Main & Michigan.  
Youngs Hotel, 43 Niagara.

## NOTH BATTLEFORD, SASK.

Received from R. W. Morrow, Lodge No. 751:  
W. Kennedy, Clarendon Hotel.  
H. Maher, General Store.  
S. Jackson, King Edward Bowling Alley.  
J. Haywood, Gents' Outfitter.  
Mark Burke, Cafe.  
H. La Trace, Bakery and Confectioner.  
A. Parks, Jeweler and C. N. R. Watch In-  
spectors.  
P. Nolan, Shoe Store.  
W. Dobson, Tailor.

## FITCHBURG, MASS.

Received from F. H. McCarty, Lodge No. 236:  
J. D. Shea & Co., 199 Water.  
J. J. Phelan, Undertaker, 156 Water.  
E. F. Boyle, Baker, 188 Water.  
W. A. Hardy & Son, Machine Shop, Water.

## CHICAGO, ILL.

Received from G. W. Bradley, Lodge No. 752:  
O. H. Donaldson, Physician, 6305 Madison ave.

## PERRY, IOWA.

Received from H. Thompson, Lodge No. 86:  
Auten's Barber Shop.  
W. H. McCammon & Bro.  
Helvetia Lunch Room.

## TEXAS.

Received from L. W. Mullen, Lodge No. 80:  
EL PASO.

Harris Krupp, Gents' Furnishings and Clothing,  
San Antonio street.

Hermond Krupp, Gents' Furnishings and Cloth-  
ing, San Antonio and Masie avenue.

J. J. Keevil, Groceries and Provisions, 503 N.  
Stanton.

## VALENTINE.

Keasey & Co., General Merchandise.  
Bell & Cassady, Wines and Liquors.  
L. M. Smith, Real Estate.

## ONTARIO.

Received from T. J. Curran, Lodge No. 255:  
TORONTO JUNCTION.

G. W. Adams, Dentist.  
Frank Baby, Real Estate, corner Western Road  
and Dundas.

J. G. Wright, Druggist, 38 Dundas, East.  
W. T. Willard, Dentist, 18 Dundas, West.  
J. M. Evans & Co., Grocers, 77 Dundas, West.  
R. A. Carter, Grocer, 310 Dundas, West.  
Sterling Bank of Canada, 17 Dundas, East.  
Joseph McNeil, Manager Bank of Hamilton,  
Dundas, East.

R. Patterson, Plumber, 11-13 Keehe, South.  
J. Hains, Livery, 84 Midland.  
Archer & Fisher, Tailors and Cleaners, 64 Dun-  
das, West.

## TORONTO.

John Watt, Miller, 211 Royce avenue.  
J. S. Clayton, Dry Goods and Barber, 165 Royce  
avenue.

## LAMBTON MILLS.

R. J. Hanna, Lambton House.  
J. K. Fleming, Senate House.

## CRAIGHURST.

W. J. Swan, General Store.  
R. Waller, Butcher.  
Stewart McFadden, Queen's Hotel.  
Thos. Hill, General Store.

## CARLTON, WEST.

J. D. Thompson, Groceries.

## AUGUSTA, GA.

Received from M. O. Conner, Lodge No. 543:  
H. O. Eaton, Michigan Mutual Accident Insur-  
ance, 417 Leonard Building.

## JACKSON, MICH.

Received from L. W. Swick, Lodge No. 121.  
F. Walton, Grocer, 1143 E. Main.  
H. Bartlett, Candy Manufacturer, 1137 E. Main.  
L. Farrell & Sons, Grocers, 1004 E. Main.

## DUNSMUIR, CAL.

Received from J. G. Branstetter, Lodge No.  
458:  
R. H. Hanscom, News Stand.  
F. M. Walker, Clothing Store.  
G. E. Wright, Cigar Store.



## ATLANTA, GA.

Received from Self:

J. E. Hanger, Artificial Limbs, Block Building.

## TERRE HAUTE, IND.

Received from H. B. Nosler, Lodge No. 231:

G. B. McCracken, Grocer, Lafayette and Maple

avenue.

## HOT SPRINGS, ARK.

Received from W. T. Enlow, Lodge No. 40:

C. Hotchkiss, Cigars and News, 611 Central ave.

Great Northern Hotel, opposite Depot.

Craighead's Laundry, 211 Valley.

Rammelsburg Bath House, Bath House Row.

Ozark Bath House, Bath House Row.

Magnesia Bath House, Bath House Row.

Palace Bath House, Bath House Row.

Superior Bath House, Bath House Row.

New Hot Springs Bath House, opposite Arlington Cafe.

Imperial Bath House, Reserve avenue.

Alhambra Bath House, 214 Ouachita avenue.

John W. Bush, Physician, Sunipter Little Bldg.

O. H. Burton, Physician, 632½ Central avenue.

S. D. Weil, Physician, 370 Central avenue.

R. G. Davis, Physician, 370 Central avenue.

## ALTOONA, PA.

Received from W. C. Giarth, Lodge No. 174:

Imperial Dry Goods Co., 1100 11th avenue.

Rome Hotel, 937 9th avenue.

Carlton Hotel, 11th avenue and 9th street.

## JERSEY SHORE, PA.

Received from John M. Bricker, Lodge No. 344:

Myers Bros., Tailors and Gents' Furnishings.

Jos. Mich, Photographer, Allegheny street.

D. P. Miller, Pianos, Organs and Vehicles, Allegheny street.

M. W. Evans, Five and Ten Cent Store, Allegheny street.

Miss M. Hertwig, Milliner, Allegheny street.

W. R. Peoples, Attorney, Main street.

The Jersey Shore Daily Herald, Market street.

C. G. Wheeland, Jersey Shore Steam Laundry, Market street.

## BERLIN, KAS.

Received from J. J. Zuest, Lodge No. 123:

L. Nowaski, Cafe, 123 Broadway.

E. M. Fitzmaurice, Gents' Furnishing and Clothing.

F. Haner, Cafe.

## MEDFORD, OKLA.

Received from W. L. McPherron, Lodge No. 532:

W. H. Kelsey, Restaurant.

L. D. Ausherman, Cigars and Confectionery.

W. H. Henderson, Cafe and Post Cards.

N. D. Koch, Commercial Hotel and Transfer.

Clark Wood, Medford Star.

Sprague &amp; Bushnell, Palace Saloon.

A. B. Crooch, Arcade Saloon.

## CHICKASHA, I. T.

Merchants' Cafe, Chickasha avenue.

E. Cobb, Leland Hotel.

H. J. Bronson, Druggist.

Drs. Leeds &amp; Ambriester, Physicians.

## PENNSYLVANIA.

## HARRISBURG.

Received from J. M. Lentz:

Yohn Bros., Pianos and Organs, Market street.

Jerauld Shoe Co., Market street.

Harrisburg Bottling Works, M. P. Johnson, Prop.

Smith &amp; Keffer, Tobacconists, Market street.

H. J. Davies, Plumber, 10th and Market.

Case's Ice Cream Parlor, 3rd street.

Shaner &amp; Henry, Saloon, Strawberry avenue nr. 3rd street.

H. J. Landis, Coal and Wood, Derry street.

S. A. Floyd, Musical Instruments, Market Sq.

Holmes Seed Co., Market street.

H. H. Heas, Cigars and Pool Parlor, 13th and

Market.

Hotel Aldine.

Keister Liquor Store, Market and 5th.

Harrisburg Carpet Co., Market street.

Keller's Drug Store, 405 Market street.

## ALLENTOWN.

Gordon House, 2nd and Hamilton.

Gernert House, 165 Hamilton.

Raw &amp; Ruhf, Props. "Gast Haus," (German Hotel), 530 Hamilton street.

## PENBROOK.

A. Lincoln Shope, M. D., 2834 Main.

S. G. Snoddy, Blacksmith.

## PROGRESS.

H. A. Loser, General Merchandise.

## CATAWISSA.

F. D. Berringer &amp; Son, Furniture and Carpets.

## CARBONDALE.

Thos. A. Hendricks, Funeral Director.

## EASTON.

W. H. Keller &amp; Son, Pianos and Organs, 219 N. Hamilton street.

## SHAMOKIN.

Geo. C. Yocum, Stoves and Tin Ware.

## SCRANTON.

L. Conrad, Men's Furnishings, 305 Lackawanna.

Anthony Keller, 525 Lackawanna avenue.

Lackawanna Underwear Store, Cor Lackawanna and Washington avenues.

The Waldorf Shoe Co., 435 Lackawanna avenue.

## PHILLIPSBURG, N. J.

Second National Bank.

P. F. Hagerty, Funeral Director.

## WILLIAMSPORT, PA.

Received from Jas. E. Smithers, Lodge No. 444:

The Bush &amp; Bull Co., 43-47 W. 3rd street.

Geo. Bubb &amp; Sons, 108 W. 4th.

Thompson, Gibson &amp; Co., 109 W. 4th.

Flock Brewing Co., 605 Franklin.

Dr. T. J. Gilmore, 41 W. 4th.

R. H. Porter, U. S. Hotel, Court street.

A. B. Neyhart, Hardware, 151 W. 3rd street.

Mrs. Elizabeth Eck, Vallamont Hotel, 434 Walnut.

H. N. Schnee, Senate Hotel, 347 Court.

A. H. Heilman &amp; Co., 135 W. 3rd.

Williamsport Gas Co., 151 W. 4th.

Wm. Linck, Dry Goods, 770 W. 4th.

Park Hotel, 316 W. 4th.

McClellan &amp; Harrison, 315 Market.

Kline &amp; Co., Market Square.

Robert Seitzer, Sheriff's Office.

Chas. B. Roper, Wholesale Liquor Store, 308 4th street.

## CHATTANOOGA, TENN.

Received from Thos. L. Stoutt, Lodge No. 215:

W. D. Johnson, Fresh Meats, 403 Carter street.

## PITTSBURG, PA.

Received from O. N. Gibson, Lodge No. 7:  
John J. Carney, Funeral Director, 2526 Carson.  
ATLANTA, GA.

Received from W. C. Puckett, Lodge No. 302:  
Van Winkle Gin Co.  
The New Terminal Hotel.

## TEXAS.

Received from L. P. Maynard, Lodge No. 868:  
PALESTINE.

Pearlstone Grocery Co.  
F. C. Bailey, Furniture.

## TAYLOR.

Riddles Cafe.

## JEWETT.

Long & Henderson, Transfer Co.  
TEAGUE.

E. U. Avery, Pool and Billiards.  
C. E. Proctor, Dry Goods.

## CROOKSTON, MINN.

Received from W. L. Lewis, Lodge No. 683:  
Brever & Teedt, Props. Crookston Billiard Hall.  
PORTLAND, ORE.

Received from L. C. Johnson, Lodge No. 314:  
L. V. Fisher, Barr Hotel, 6th and Gleason.

## TERRE HAUTE, IND.

Received from Geo. Elbrecht, Lodge No. 281:  
Brown Bros., Jewelers, 422 Wabash avenue.

## ATTICA, KANS.

Received from W. C. Simmons, Lodge No. 280:  
J. H. Spell, Commercial Hotel.  
CHICAGO, ILL.

Jno. W. Gray, Traffic Mgr. and Purchasing  
Agent South and West Land Co.

## ILER, OHIO.

Received from O. Williams, Lodge No. 54:  
F. M. Anderson, Grain and Hay.

## PARKERSBURG, W. VA.

Received from H. R. Vance, Lodge No. 355:  
The Smoot Advertising Agency, Union Trust  
Building.

Discher's Exclusive Umbrella Store, 222 4th st.  
Herschel's Turkish Baths, corner 4th and Market.  
Fred T. Hopkins, Dentist, 407½ Market street.

The Parkersburg Supply & Plumbing Co., 717  
Market street.

C. Arendt, The Butcher, 610 Market street.

Brown's Pharmacy, The Rexal Store, 529 Mar-  
ket street.

J. Mentor Caldwell, Attorney at Law, Union  
Trust Building.

Dils Bros. & Co., Dry Goods, Millinery, 521  
Market.

Wood County Bank, Interest on Savings, 5th  
and Market.

Brodia & Adams, The Reliable Merchants, 427  
Market.

Stern Bros., Men's and Boys' Furnishings, 423-  
425 Market.

Bentley & Gerwig, Furniture, Carpets, Lace Cur-  
tains, 419 Market.

The Model Shoe Co. Sells Good Shoes, 508  
Market.

M. Oppenheimer, Clothing, Hats and Caps, 407  
Market.

F. H. Markey, Men's Furnishers, 319 Market.

Reps & Co., House Furnishers and Clothiers, 227  
and 229 Court Square.

Boston Shoe Store, 608 Market.

McGregor & Amias Furniture Co., Undertaking,  
716 Market.

H. F. Fisher, Fine Footwear, 511 Market.

Addie Gilfillan & Co., Millinery and Notions, 609  
Seventh street.

## Grand Lodge of the Brotherhood of Railroad Trainmen

## OFFICE OF GRAND SECRETARY AND TREASURER.

To Subordinate Lodges, Officers and Members :

May 1st, 1907

You will please note that there will be no Grand Dues or Protective Fund assessment for June, 1907. Financiers when making their June remittance will remit \$2.00 for each Class C, \$1.50 for each Class B, and 75 cents for each Class A certificate for beneficiary members in good standing, and make no remittance for non-beneficiary members.



The same applies to all members, admitted or readmitted during the month of June.

*H. K. King*  
GRAND SECRETARY & TREASURER

## STATEMENT OF CLAIMS PAID DURING THE MONTH OF MARCH, 1907

| CLAIM. | NAME.           | LODGE. | PAID TO.                             | ADDRESS. | AMOUNT.   |
|--------|-----------------|--------|--------------------------------------|----------|-----------|
| 11495  | *Sam Milliken   | 223    | Sam'l Milliken, Gdn., Antrim, Ire.   |          | \$ 873.45 |
| 12068  | S. J. Redfield  | 560    | Julia Deacon, Gdn., New York, N. Y.  |          | 1,350.00  |
| 12358  | S. H. Walker    | 697    | Jewel Walker, Jacksonville, Ark.     |          | 1,350.00  |
| 12400  | M. J. Scanlon   | 74     | Johanna Scanlon, Kansas City, Mo.    |          | 1,000.00  |
| 12403  | W. C. Britt     | 583    | Margaret Patton, Danville, Ill.      |          | 1,350.00  |
| 12479  | G. T. Standard  | 28     | Nannie Standard, Creston, Ia.        |          | 500.00    |
| 12480  | Chas. F. Wood   | 94     | Julia Wood, New York, N. Y.          |          | 1,350.00  |
| 12481  | F. J. Coffey    | 160    | Mary Coffey, Philadelphia, Pa.       |          | 1,350.00  |
| 12482  | W. H. Mardis    | 159    | W. H. Mardis, Seward, Pa.            |          | 1,350.00  |
| 12483  | Jas. Baker      | 397    | Jas. Baker, Clyde, O.                |          | 1,350.00  |
| 12484  | W. H. Higgins   | 448    | Julia Higgins, Holyoke, Mass.        |          | 1,350.00  |
| 12485  | W. M. Harris    | 552    | Lavina, Harris, Sayresville, N. J.   |          | 1,350.00  |
| 12486  | E. R. Armstrong | 577    | Marguerite Armstrong, Sheffield, Mo. |          | 1,350.00  |
| 12487  | G. E. Burton    | 733    | Frances E. Burton, Holton, Kans.     |          | 1,350.00  |
| 12488  | T. F. Bay       | 42     | Sarah J. Bay, Harrisburg, Pa.        |          | 1,350.00  |
| 12489  | Ed. Young, Jr.  | 242    | Ed. Young, Jr., Farmersburg, Ind.    |          | 500.00    |

**STATEMENT OF CLAIMS PAID DURING THE MONTH OF MARCH, 1907—Con.**

| CLAIM. | NAME.              | LODGE. | PAID TO.                                 | ADDRESS. | AMOUNT.  |
|--------|--------------------|--------|--|----------|----------|
| 12490  | W. H. Wolfgram     | 46     | Nora L. Wolfgram, Hannibal, Mo.          |          | 1,350.00 |
| 12491  | Robt. Murtle       | 80     | Kate Murtle, Raton, N. M.                |          | 1,350.00 |
| 12492  | T. L. Mowry        | 159    | Charlotte Mowry, Derry, Pa.              |          | 1,350.00 |
| 12493  | A. J. Ryan         | 403    | A. J. Ryan, Tacoma, Wash.                |          | 1,350.00 |
| 12494  | Wm. Mittelstaedt   | 750    | John Mittelstaedt, Chicago, Ill.         |          | 1,000.00 |
| 12495  | D. Noonan          | 311    | D. Noonan, Mechanicville, N. Y.          |          | 1,350.00 |
| 12497  | P. J. Cogan        | 230    | Hannah A. Cogan, Newark, N. Y.           |          | 500.00   |
| 12498  | M. W. Kelsey       | 312    | Melissa Kelsey, Fort Lawn, S. C.         |          | 1,000.00 |
| 12499  | W. J. Emsley, Jr.  | 529    | Annie C. Emsley, Proctor, Minn.          |          | 1,350.00 |
| 12500  | H. M. Sherman      | 691    | Minnie Sherman, Detroit, Mich.           |          | 1,350.00 |
| 12501  | Wm. Whelan         | 185    | Rebecca Whelan, Ottawa, East, Ont.       |          | 1,350.00 |
| 12502  | F. C. Yates        | 206    | Mary L. Yates, St. Louis, Mo.            |          | 1,000.00 |
| 12503  | R. E. Fowler       | 375    | Lulu Fowler, Evanston, Ill.              |          | 500.00   |
| 12504  | F. A. Wright       | 507    | Emma D. Wright, Pocasset, Mass.          |          | 500.00   |
| 12505  | Joe McDonald       | 45     | Lizzie McDonald, St. Louis, Mo.          |          | 1,350.00 |
| 12506  | R. L. Quinn        | 374    | Mary A. Quinn, Hinton, W. Va.            |          | 1,350.00 |
| 12507  | Leroy Welch        | 374    | Maggie Welch, Star City, Ind.            |          | 1,350.00 |
| 12508  | P. Amstutz         | 385    | Hannah P. Amstutz, Kansas City, Mo.      |          | 1,350.00 |
| 12509  | A. C. Tacy         | 507    | Teresa G. Tacy, Bourne, Mass.            |          | 500.00   |
| 12510  | E. H. Thielke      | 676    | C. E. Thielke, Wausau, Wis.              |          | 1,350.00 |
| 12511  | Geo. Dubois        | 553    | Exilda Dubois, Worcester, Mass.          |          | 1,350.00 |
| 12512  | Albert Bookhamer   | 7      | Mine Bookhamer, Pittsburg, Pa.           |          | 1,350.00 |
| 12513  | E. G. Preater      | 118    | Margaret C. Preater, Hartford, Conn.     |          | 1,350.00 |
| 12514  | Jos. Cousino       | 182    | Josie Cousino, Escanaba, Mich.           |          | 1,350.00 |
| 12515  | L. R. Firestone    | 218    | Saran Firestone, Connellsville, Pa.      |          | 1,350.00 |
| 12516  | Runkle Rea         | 239    | Runkle Rea, Trenton, N. J.               |          | 1,350.00 |
| 12517  | A. H. Brendler     | 405    | Frieda Brendler, Mankato, Minn.          |          | 500.00   |
| 12518  | J. D. McGarvey     | 454    | J. D. McGarvey, Ironton, Ohio.           |          | 1,350.00 |
| 12519  | A. Myers           | 417    | Catherine A. Myers, Buffalo, N. Y.       |          | 1,350.00 |
| 12520  | S. J. Hughes       | 368    | Hettie E. Hughes, Hearne, Tex.           |          | 1,350.00 |
| 12521  | Thos. Keegan       | 660    | Julia Keegan, Monroe, Wis.               |          | 1,350.00 |
| 12522  | Jas. W. Quina      | 202    | Margaret Quinn, Dover, N. J.             |          | 1,350.00 |
| 12523  | J. D. Martin       | 439    | Nora Martin, Pitcairn, Pa.               |          | 1,350.00 |
| 12524  | H. T. Dyer         | 91     | Anna L. Dyer, Clinton, Ia.               |          | 1,350.00 |
| 12525  | J. A. Myers        | 383    | Lizzie M. Myers, Harrisburg, Pa.         |          | 1,350.00 |
| 12526  | W. H. Seitzler     | 437    | W. H. Seitzler, Milwaukee, Wis.          |          | 1,000.00 |
| 12527  | C. C. McArthur     | 540    | John W. McArthur, Standish, N. Y.        |          | 1,000.00 |
| 12528  | Wm. Cline          | 329    | Mary A. Cline, Washington, N. J.         |          | 1,350.00 |
| 12529  | F. L. Small        | 739    | Zella F. Small, Calais, Me.              |          | 1,000.00 |
| 12530  | C. G. Fair         | 753    | C. G. Fair, Carbon Black, Pa.            |          | 1,350.00 |
| 12531  | H. Dixon           | 69     | Kate Dixon, Oswego, N. Y.                |          | 1,350.00 |
| 12532  | T. M. Kelley       | 440    | Mary F. Kelley, Stephenson, Va.          |          | 500.00   |
| 12533  | Wm. Devine         | 577    | Theresa Devine, Kansas City, Mo.         |          | 1,350.00 |
| 12534  | W. A. Butters      | 698    | Ethel L. Butters, Van Wert, O.           |          | 1,350.00 |
| 12535  | M. M. Hulett       | 25     | M. M. Hulett, Beardstown, Ill.           |          | 1,350.00 |
| 12537  | Jas. R. Coffey     | 219    | Jas. R. Coffey, Rahway, N. J.            |          | 1,350.00 |
| 12538  | F. L. Kalb         | 628    | Annie Kalb, Columbus, O.                 |          | 1,350.00 |
| 12539  | Ed. Grant          | 284    | Margaret Grant, Longview, Tex.           |          | 1,350.00 |
| 12540  | H. W. Barber       | 39     | Henry Barber, Palmerston, Ont.           |          | 1,350.00 |
| 12541  | Alfred D. Kennedy  | 250    | Lizzie D. Kennedy, Rensselaer, N. Y.     |          | 1,350.00 |
| 12542  | Martin Graham      | 254    | Katie Graham, Bloomfield, N. J.          |          | 500.00   |
| 12543  | W. C. Lewis        | 174    | Anna M. Lewis, Ebsenburg, Pa.            |          | 1,350.00 |
| 12544  | E. W. Martin       | 261    | Lydia Martin, Indianapolis, Ind.         |          | 1,350.00 |
| 12545  | L. A. Snyder       | 93     | Bridget Snyder, Cuttingville, Vt.        |          | 1,350.00 |
| 12546  | Ferd Zanders       | 100    | Annie Zanders, Upper Mauch Chunk, Pa.    |          | 1,350.00 |
| 12547  | Henry Walper       | 153    | Maggie Walper, Hazelton, Pa.             |          | 1,350.00 |
| 12548  | Joel R. Roberts    | 199    | Sarah A. Roberts, Erie, Pa.              |          | 1,350.00 |
| 12549  | E. S. Book         | 127    | E. S. Book, Harrisburg, Pa.              |          | 1,350.00 |
| 12550  | O. M. Peightal     | 498    | Geo. W. Sanderson, Gdn., Huntingdon, Pa. |          | 1,350.00 |
| 12551  | C. B. Robinson     | 680    | Anna C. Robinson, Denver, Colo.          |          | 1,350.00 |
| 12552  | Donald McLean      | 691    | Barbara McLean, Cannington, Ont.         |          | 1,350.00 |
| 12553  | J. Roberge         | 50     | Florida Roberge, Hadlow Cove, Que.       |          | 1,350.00 |
| 12554  | Verbal Ford        | 165    | Lucinda C. Ford, East St. Louis, Ill.    |          | 1,350.00 |
| 12556  | Freeman Jones      | 229    | Agnes Adelia Jones, Elmira, N. Y.        |          | 1,350.00 |
| 12557  | R. H. Harrison     | 373    | Lula Harrison, Meridian, Miss.           |          | 1,350.00 |
| 12558  | E. H. Barlow       | 253    | Idlewild Barlow, Port Jervis, N. Y.      |          | 1,350.00 |
| 12559  | A. P. Rose         | 211    | A. P. Rose, Holley Springs, Miss.        |          | 1,350.00 |
| 12560  | W. I. Neff         | 216    | W. I. Neff, Jackson, Tenn.               |          | 1,350.00 |
| 12561  | J. C. Myers        | 174    | J. C. Myers, Altoona, Pa.                |          | 1,350.00 |
| 12562  | C. J. Baker        | 40     | C. J. Baker, Middletown, N. Y.           |          | 1,350.00 |
| 12563  | G. Vanament        | 46     | G. Vandament, Hannibal, Mo.              |          | 500.00   |
| 12564  | W. J. Escott       | 570    | W. J. Escott, Rock Springs, Wyo.         |          | 1,350.00 |
| 12565  | M. F. Miller       | 18     | M. F. Miller, Sedalia, Mo.               |          | 1,350.00 |
| 12566  | A. E. Hancock      | 27     | A. E. Hancock, Peoria, Ill.              |          | 1,350.00 |
| 12567  | J. C. Weythman     | 170    | J. C. Weythman, Lincoln, Neb.            |          | 1,350.00 |
| 12568  | J. J. O'Donnell    | 182    | J. J. O'Donnell, Escanaba, Mich.         |          | 1,000.00 |
| 12569  | E. W. Keith        | 186    | E. W. Keith, Union, N. Y.                |          | 1,200.00 |
| 12571  | V. A. Cook         | 264    | V. A. Cook, Dallas, Tex.                 |          | 500.00   |
| 12572  | M. Johnson         | 389    | M. Johnson, Richmond, Va.                |          | 500.00   |
| 12573  | P. I. Wonders      | 439    | P. I. Wonders, Pitcairn, Pa.             |          | 1,350.00 |
| 12574  | C. F. Reynolds     | 460    | C. F. Reynolds, Newport News, Va.        |          | 1,000.00 |
| 12575  | R. C. Morgan       | 503    | Ethel M. Leslie, Admx., Asheville, N. C. |          | 1,350.00 |
| 12576  | H. S. Heile        | 521    | H. S. Heile, New Castle, Pa.             |          | 500.00   |
| 12577  | Michael E. Kennedy | 568    | Michael E. Kennedy, Alpena, Mich.        |          | 500.00   |
| 12578  | Frank Adrian       | 648    | Frank Adrian, Emory Gap, Tenn.           |          | 1,350.00 |
| 12579  | E. W. Emrick       | 680    | E. W. Emrick, Denver, Colo.              |          | 500.00   |
| 12580  | H. M. Sims         | 710    | H. M. Sims, Dallas, Tex.                 |          | 1,350.00 |
| 12581  | Geo. Shaw          | 47     | Geo. Shaw, St. Thomas, Ont.              |          | 500.00   |

# A Gilded God

BY ADELBERT CLARK

In the heart of man, there's a gilded god  
That he worships day by day;  
It may be the art of a woman's pride  
With her train of fashions gay,  
Or it may be the gleam and color of wine  
In crystal tankards a-row,  
Or the sacredness of a lowly grave  
Half hid with the winter's snow.

It may be his god to rule over men,  
In Life's vain technical world  
And sneer at Misfortune climbing the hill  
With Poverty's flag unfurled.  
It may be his gold-chest hidden away  
Shielding his treasures and pearls,  
It may be his child, the pride of his heart,  
A fairy in frills and curls.

How reverent he is, to the god of his choice  
As days of his life depart,  
And how quick to resent each vain reproof  
That stings like a poison dart!  
For the god of his choice, he'll give every drop  
Of blood that flows in his veins,  
And brave every storm that baffles his life,  
Enduring the ills and pains.

In the heart of man, there's a gilded god  
That he worships day by day,  
But 'tis only the things that crumble and fall,—  
Like vapors, they melt away,  
And sooner or later his shrine will fall;  
His pride will pass with the dust,  
For deep in the heart of the self-made man,  
There's nothing but pride and lust!



A BEAUTY SPOT IN THE MOUNTAINS OF TENNESSEE.

# RAILROAD TRAINMEN'S JOURNAL

Published Monthly by the Brotherhood of Railroad Trainmen.  
Entered at the post-office at Cleveland, Ohio, as second-class matter.

D. L. CEASE  
EDITOR AND MANAGER



SUBSCRIPTION PRICE  
\$1.00 PER YEAR IN ADVANCE

VOL. XXIV.

JUNE 1907.

No. 6

## It Can Be Had.

H. J. CHASE.

**I**N his last annual message, the President intimated that the "swollen fortunes" in this country might be reduced by a federal inheritance tax or a federal income tax "if it can be had."

Now, waiving the question of whether anything could be done to prevent, directly or indirectly, the accumulation of swollen fortunes, if the American people want a federal income tax, why can't it be had? Such a tax was imposed by Acts of Congress in 1862-3, and continued until 1872. Why can't such a tax be imposed again? Congress did lay an income tax in 1894. Has that been repealed? No. Then how does it happen that it is not in force at the present time?

To put it in plain English—as it is spoken every day by people of ordinary intelligence—five men, with whose selection the American voters had about as much to do as the priest all shaven and shorn, with the house that Jack built, gave it as their opinion that a document framed by about forty men in the latter part of century before last forbids Congress to lay an income tax. Four other men, presumably as competent to determine the meaning and intent of this document as the five first mentioned, gave it as their opinion that it does not forbid

Congress to lay an income tax; but five is one more than four—even the Supreme Court can't divide on that proposition—therefore the American people can't have a federal income tax unless the personnel of the Supreme Court so changes that at least five of its members will be men believing or professing to believe that the Constitution does not forbid Congress to lay such a tax!

In other words, if the American people want a federal income tax, they can get one, may be, if they can succeed in electing some men who will elect some men, who, when the opportunity occurs, will nominate and confirm some men who will be willing to say that some men who, likely enough, never had heard of an income tax did not intend to put anything in the way of Congress' laying such a tax; that by "direct taxes" these men meant no more than taxes laid upon the states as such, having no thought and possibly no knowledge of the economic signification of the expression.

Of course, besides being slightly circumlocutory and a trifle uncertain, this method of procuring a federal income tax falls a degree or two short of absolute honesty; but the only strictly legitimate road generally supposed to be open—amendment of the Constitution—is so beset with diffi-



CRANDLER BUILDING, ATLANTA, GEORGIA.

culties as to justify resort to almost any by-path, however devious, or even to cutting straight across lots.

The people of other countries do not appear to experience any especial difficulty in procuring national income taxes. Why? Simply because in other countries judges are not permitted to annul legislation. Even in

England, whose government wasn't good enough for us, when Parliament puts a law on the statute book it stays there until Parliament takes it off again. In Switzerland—according to all accounts a republic in fact, as well as in name—the federal Constitution expressly forbids the judicial veto. And the framers of our federal Constitu-

tion intended that the Acts of Congress should stand until repealed. To assume that they did not so intend is to fly in the face of all the evidence that has any bearing; moreover, it is to deny them to have been the possessors of common sense.

Consider, for a moment, the manner in which the veto power is conferred. The

Constitution specifies explicitly who is to have it, how it is to be exercised and to what extent it is to be effective. What can that mean except that the designated official alone was to have the power, and no other official or body of officials—least of all, a body of officials not mentioned in connection; a body that not yet had been pro-



FOURTH NATIONAL BANK BUILDING, ATLANTA, GEORGIA.

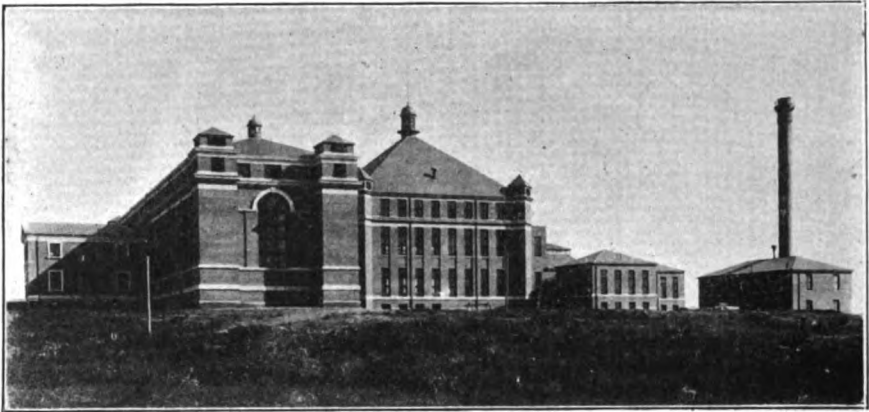


vided for; a body whose organization, after it was provided for, was left in the hands of the Congress? "It shall become a law" is the language of the Constitution with regard to a bill that, after being vetoed, receives a two-thirds vote in each House. The contention that the full meaning was intended to be, "shall become a law unless the Supreme Court decides otherwise," would be an insult to the intellectual discernment of a Digger Indian.

The records of the convention that framed the Constitution show that the proposition to give Congress the power to set aside conflicting state laws was voted down. This fact, together with the declaration of the supremacy of the Constitution and the laws and treaties made thereunder, is sufficient

several of the States the opposition to ratification was very strong and the final vote a close one. Had there been any understanding or even suspicion that the constitution conferred absolute sovereignty upon the judges, it is safe to say that it never would have been adopted. However deep their distrust of popular government, the framers were not so lacking in common sense as to propose the establishment of a judicial autocracy or to submit any proposition that squinted in that direction.

How, then, does it happen that during the last thirty-five years federal judges have been exercising this power of absolute sovereignty—annulling whenever they have seen fit the "supreme laws of the land"? The answer is, usurpation, pure and simple



FEDERAL PRISON, ATLANTA GEORGIA.

evidence that the framers intended to confer and did confer the power in question upon the Supreme Court.

But the proposition to give judges the power, in conjunction with the President, to review bills that had passed both Houses was also voted down. This fact, in connection with the rigidly specific manner in which the veto power is conferred, is conclusive evidence that the framers did not intend to give federal judges the power to set aside Acts of Congress.

There is not a scrap of evidence in the records of any of the state conventions held for the purpose of considering the ratification of the Constitution that anybody understood or even suspected that it gave federal judges the power in question. In

—usurpation as flagrant as any recorded in the annals of the human race. The history of this usurpation is brief but well worth the tracing. It begins with the year 1803.

In the election of 1800 the Federalists lost the Presidency. Between that time and their retirement from power, March 4, 1801, they created a number of offices, filling them and, so far as they were able, all other appointive offices with their own partisans. Among the new offices were those of justices of the peace in the District of Columbia. The commissions for these had been made out, but they had not been delivered when the Republicans came into power. James Madison, the new Secretary of State, refused to deliver them and one of the appointees, Marbury by name, brought suit

to compel delivery. He relied upon the Judiciary Act of 1789, which required the Supreme Court, in certain cases, to issue mandamuses.

In its enumeration of the powers and duties of the Supreme Court, the Constitution does not mention mandamuses. Therefore the court declined to give Marbury what he asked for, intimating, however, that the federal district court could grant him a mandamus. Chief Justice Marshall, his associates concurring, laid down the doctrine that a federal act repugnant to the

taken by the Court? Why did it consent to try such a contemptibly petty case? Why did it base its decision upon such a contemptible quibble?

The explanation is very simple. The judges were Federalists, and they availed themselves of what they considered to be an opportunity to snub the Republican President and his party. It was the judiciary making faces at the Executive—merely this and nothing more.

If the doctrine that a federal act repugnant to the Constitution is void was laid



A KENTUCKY MOUNTAIN HOME.

Constitution is void, and, consequently, that the portion of the Act of 1789 requiring the Supreme Court to issue mandamuses was void.

In 1792, and again in 1794, the court had expressed its unwillingness to perform non-judicial duties prescribed in certain federal acts; but the issuance of a mandamus is not a non-judicial duty, and it was not contended that it would not have been a proper one in the case under consideration. What, then, is the explanation of the position

down in good faith, how did it happen that neither Marshall nor his associates ever made any further attempt to apply that doctrine? How did it happen that nearly fifty years elapsed before the Court again ventured to pronounce against the Constitutionality of an Act of Congress?

But let us, for a moment, consider the case of Marbury vs. Madison as if its decision were not merely an exhibition of partisan spite.

If the judges believed the Act of 1789 to

be unconstitutional, they had the right to say so. If they did not choose to perform all the duties therein prescribed, they had the privilege of resigning. If the Congress of 1803 agreed with the judges, it had the power to amend or repeal the act. Or if the people agreed, it was in their power, though not so directly as it ought to have been, to elect a Congress that would amend or repeal the Act. As a matter of fact, neither Congress nor the people took any action with respect to the Court's decision. What was, or should have been, the presumption? That the Act, or the portion thereof objected to, was no longer in force? By no means. The presumption should have been that all of it was still law and still in force; that neither Congress nor the people agreed with the judges.

The Constitution gives Congress the power to enact laws. It gives the President the power to prevent enactment unless two-thirds of each House shall insist upon enactment. Neither expressly nor by implication does it give any other official or body of officials the power to interfere, either before or after enactment, in any way, shape or manner. If this does not mean that the framers thought that Congress and the President, or even Congress alone, could come near enough to making out whether or not its acts squared with the Constitution, what does it mean? And if giving the people some voice in the election of Congress does not mean that the people themselves may venture to con-

sider whether or not a law is Constitutional,

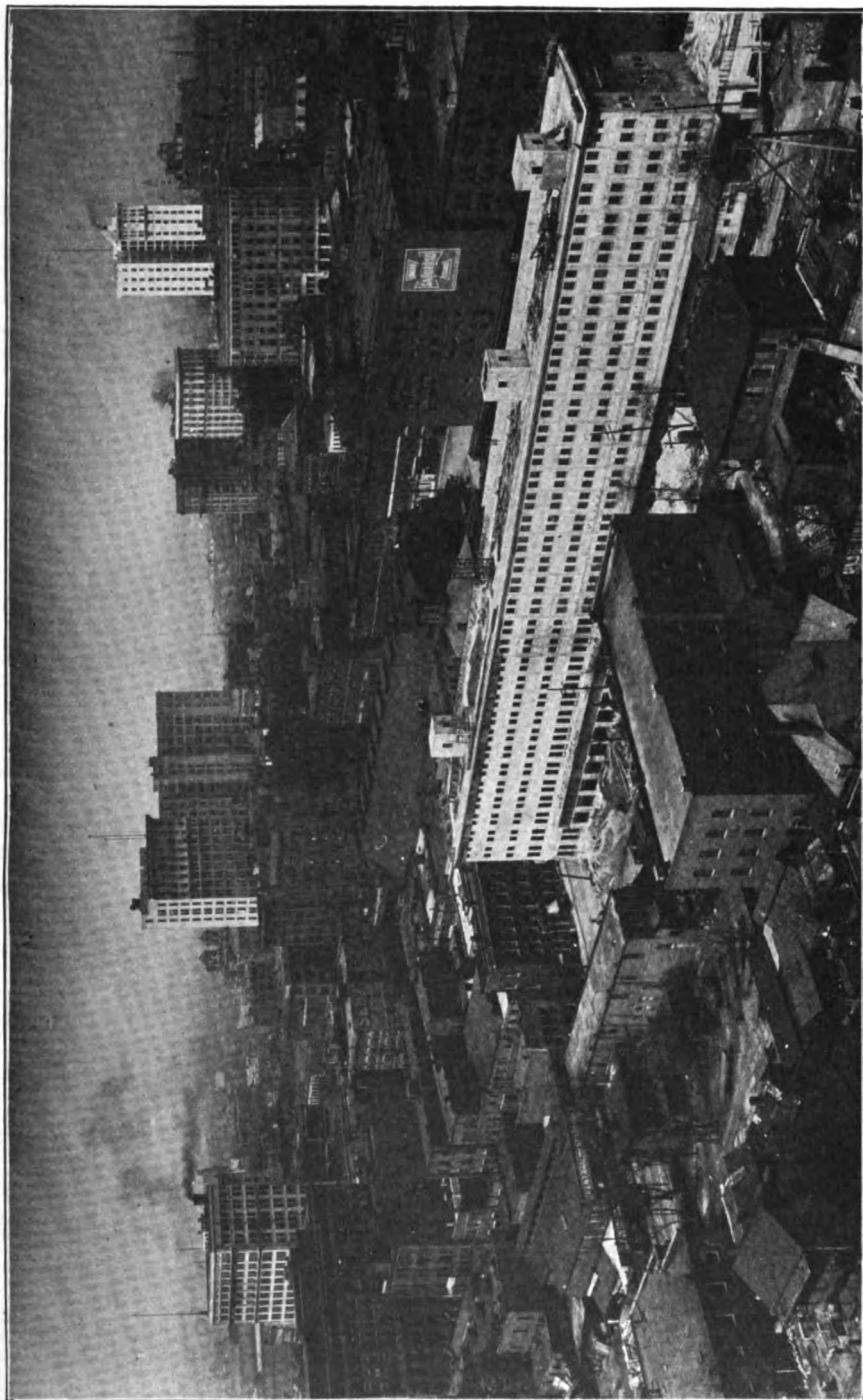
But suppose the Congress of 1803, and likewise the people, had openly conceded that the Act of 1789, or the portion thereof objected to, was unconstitutional, but that neither the Congress nor the people had taken any action; what should have been the presumption? That the entire Act was still law and still in force; that the people sanctioned it notwithstanding its unconstitutionality. Grant that that would have been revolutionary, would it have been any more so than the Court's presuming to set aside the act or any portion thereof—presuming to exercise a power neither conferred nor intended to be conferred by the Constitution? If a revolutionary step was to be

taken, should it not have been taken by the people, rather than by three or four sore-headed judges?

The framers of the Constitution purposely made its amendment a matter of extreme difficulty. The popular sanction of a law admitted to be unconstitutional need not have meant the repudiation of the entire instrument, but simply that the people, whenever they saw fit, intended to alter it or modify its operation without recourse to the prescribed method. Such a revolution may or may not have been possible in 1803, but if it had taken place, we might be living today under a government conformable to twentieth century instead of eighteenth century conditions, admitting that it ever was conformable to them—an actual instead of an ostensible government by the people.

In the light of subsequent events it is to be regretted that the decision of 1803 was nothing but a partisan bluff, received with contemptuous indifference by the man against whom it was especially directed. Had it been made in good faith and with reference to a matter of some importance, the repudiation of Marshall's wonderful doctrine might have been sufficiently emphatic to prevent its ever being brought forward again. It was one thing for the court to declare that it could not be compelled to compel an executive official to perform an act that he had refused to perform. It would have been a slightly different thing to have notified Thomas Jefferson, in effect, that he could not perform or order the performance of an act that he wished to be performed, the performance of which he believed to be in accordance with the Constitution. It is likely that Jefferson's course in response to such a notification would have been a precedent that no subsequent President would have been too weak-kneed to follow.

If the House of Representatives had impeached Marshall and his associates, it would have done no more than what their action in the Marbury case fully justified; but the Senate was still in the hands of the Federalists, and therefore impeachment would have been useless. Let it be remembered that to this same John Marshall we owe the Dartmouth College decision and



THE HEART OF ATLANTA, GEORGIA.

its long train of consequences. Whether he meant to be or not, no worse enemy of the American people ever drew breath. The consequences of the Marbury case alone are sufficient to establish that fact.

The remainder of this story of usurpation is soon told. In 1851, years after Marshall and his associates on the bench were in their graves, the Supreme Court set aside the whole of a federal judiciary act. In that day, neither Congress nor the executive were what they had been in the earlier days of this republic, and the attention of the people was concentrated upon the slavery question. Consequently the action of the court was submitted to without protest by the other branches of the government and without comment or even notice by the public.

In 1857 the court declared the Missouri Compromise Act, in so far as it excluded slavery from the territories, to have been unconstitutional. As the act had been repealed in 1854, this decision amounted to no more than a notice that Congress must not pass any more laws against slavery in the territories. Nevertheless, in 1862, Congress abolished slavery in all the territories, paying as much attention to the decision of 1857 as Jefferson had done to that of 1803. It was one of the old-time kind of Congresses, and the man who signed the bill was one of the old-time kind of Presidents. The country never was in greater need of that kind of Congress and that kind of President than in this year of our Lord, 1907.

It was not until several years after the close of the Civil War that the judicial veto began to have any real effect upon federal legislation. During the fifty odd years preceding the war, that is between 1810 and 1861, the Supreme Court had annulled a considerable number of state laws. With but one notable exception (*Worcester vs. Georgia*, 1832), these decisions were respected by both the executive and the legislative departments. But that the setting aside of a federal law was felt by all concerned to be a very different matter is evident enough from what has been already stated. Even today it is contended that, while the court "freely and frequently

throws out local and state statutes, it hesitates to invalidate national statutes."

Nevertheless, its hesitation is not quite so pronounced as it used to be. After its first essay the court "hesitated" nearly fifty years. In the first seventy-five years under the Constitution but three federal acts were disallowed, and one of them was already off the statute book; in the last thirty-five years at least a dozen have been disallowed. Only once before the Civil War was disallowance effective; only once since the war has it failed to be effective. And in that case the failure was due to neither the Congress nor the President asserting their rights under the Constitution.

In 1869 the Supreme Court declared that the Greenback Acts were not Constitutional. In 1870, one or two members having been added, the court declared that the Greenback Acts were Constitutional. In other words, since 1870 the power of Congress to enact laws and of the President to enforce them has been in virtual abeyance to the say-so of less than half a dozen men, chosen by neither the people nor the direct representatives of the people, removable by neither the people nor the direct representatives of the people, and enjoying a life tenure of office! Behold the glorious result of the application of John Marshall's wonderful doctrine!

In his "American Commonwealth," Mr. James Bryce makes an exceedingly ingenious defense of this doctrine, but all that he says, and all that he or anybody else can say, cannot wipe out the plain fact that the setting aside of a law passed by a national legislature is an act of absolute sovereignty; that the exercise of this power by judges is totally incongruous with the existence of real republican government; that as long as judges are permitted to exercise this power, so long is this country not a republic, but an absolute triarchy tetra-archy or pentarchy, according to the number of the judges.

The comparatively few who have got their eyes opened to this fact are calling for a Constitutional amendment defining and restricting the powers of the judiciary. If there is no way of preventing a palpable violation of the Constitution except by tink-



CENTURY BUILDING, ATLANTA, GEORGIA.

ering that instrument, then the sooner we throw it overboard the better.

Suppose that President Cleveland, following the example of Thomas Jefferson, Andrew Jackson and Abraham Lincoln, had ignored the income tax decision of 1894 and gone right on with the enforcement of the law, what could have been done about it? For the House to have impeached him would have been self-stultification; but suppose the House had chosen to take that course, upon what grounds

could the Senate have sustained the impeachment? In Jackson's case it might have been shown that he permitted a treaty to be over-ridden by a state law; in Lincoln's that, in suspending the habeas corpus, he exercised a power vested in Congress alone; but what could have been made out against Cleveland? Nothing except that he had done that which the Constitution expressly empowers and directs a President to do, namely, enforced an Act of Congress.

The man who would have been called

upon to preside at the trial was the one who, together with his associates, was deserving of impeachment and removal; for he and they had exercised a power neither conferred nor intended to be conferred upon them by the Constitution.

Among the thousands of bills before the late Congress was one providing for review by the Supreme Court of certain cases in which a federal law has been set aside by an inferior court! Is the worm beginning to turn? What was there to prevent the passage of a joint resolution to the effect that hereafter all federal legislation shall stand until repeal or expiration? That would have meant that hereafter the most important department of the government proposed to exercise the power with which

it is vested, namely, to enact *laws* instead of *conjectures*—laws that shall be as binding upon United States judges as upon the humblest citizen of this so-called republic.

If the American people want a federal income tax, "it can be had;" but first there must be had a different kind of President and a different kind of Congress from any that have been in office since the Civil War. If there are any Jeffersons, Jacksons, or Lincolns left in the country, it is time one of them was sought out and brought to the front. If a Senate representing something besides special privileges and a House with enough courage to say boo to a goose can be got together, it is time to be hunting around for the material.

## "The Modern Intellectual Turmoil."

JOSSE GROS.



HIS nation of ours may have today about 200,000 public writers and teachers or orators, secular and religious, practically telling humanity to remain submissive to the evils from which we all suffer. That represents the conservative elements of the race today, even if conservatism means destruction. At the other end of our intellectual turmoil we may have a few hundred teachers of the radical type, two-thirds of them empirical, the balance more or less scientific. Between those two groups we have possibly one or two hundred prominent men who do considerable good work even if yet timid and indirect, in their teachings, for the social reconstruction we need. In the last few months this town of ours has had some brilliant orations on the part of at least two of such teachers, both of the religious element. They have plainly told their audiences that the churches need to dwell on the material aspects of modern life, if they wish to awaken the conscience and spirituality of our generation.

As the audiences of such teachers represent our well-to-do or only medium-pinch-ed conservative classes, they cannot go very

deep in relation to the means by which to suppress our many evils. Besides, they are forced to use somewhat flattering remarks about the superiority of our social conditions when compared with the atrocities of the nations that perished long ago. They assume that the individual and domestic group have greater value and consideration today than in old times. It happens that we have no specific data on the subject.

The fact is that no comparisons between any two periods or ages are worth anything, because of the distinct and ever changing conditions and modes of life, and different degrees of historical experience. Besides, that very command of Jesus, "Judge not," forbids us any such comparisons. We all know that while the moral law of human conduct is fixed forever and cannot change, because the truth does not admit of any change, yet, our responsibilities to God and each other vary in relation to the needs and potentialities at each period or with each group of men. Just as we don't expect from young people below 25 or up to 35 years of age, what we have the right to expect from people over 40 or 50 years old, so we should have a different

estimate between young races, centuries ago, and ours today with greater experience, knowledge and elements with which to live righteous lives and build up righteous nations.

It happens that we don't even wish to know yet the meaning of righteousness, honesty, sensibleness in national affairs. No old nation could be in any worse predicament than that. We cannot conceive of any mental attitude more fatal than that. Then, the very instinct of human preservation prevents humanity from going beyond a certain point in badness. God's laws overcome the barbarisms of humanity, beyond that certain point. The human race could not exist for any length of time without such a safety-valve.

On the other hand, it is doubtful if our educated humanity has had any excuse for the last 25 years anyhow to prolong any of the great wrongs we have allowed to remain and grow among us, wrongs which we have fostered, invited, rewarded, with the most criminal laws possible in each modern nation.

Any sensible man old enough to have had about 50 years industrial experience as a plain worker and a plain labor employer, knows, if he wants to be honest with himself, that in both cases the individual possessed, 50 years ago, a higher social and manhood value than today. He could obtain a fair position as an employe without the humiliations and examinations of today, and no matter how old below 75. As an employer, on a small scale and limited capital, he could fix his own position and rise far more easily than today.

And what about the family group? Even most conservatives are willing to acknowledge that 50 years ago the average man could afford to have 5 or 6 children much better than 2 or 3 today. That means: *Harsher lives for all.*

The reason for all that is plain enough. We had not yet taken possession of the earth and opportunities and markets, etc., we, the monopolists, quite as scientifically as we have done today. We had less laws of favoritism and injustice than today, 50 years ago, or 500 years ago, for that matter.

All fundamental wrong is bound to grow as long as it is invited by selfish laws. All

sinfulness, individualized and collective, is but—"A relation between our power to do a certain amount of good, at the time, and the quantity we decline, refuse to do." Goodness can never be a question of wealth, material enjoyments or even the education which promotes monopoly and injustice. Goodness is a question of mental peace from duties fulfilled and a simple, sanitary life. There we have the two elements that our poor modern progress blots out of existence for all of us, at the top or at the bottom of the social vortex.

As for that cardinal, giant crime of land and wealth monopoly, not even under Rome, at the worst period, 2000 years ago, not even then was that crime as colossal as in the advanced modern nation today. The multi-millionaire is the creation of the last 30 years. Our nation alone has 5,000. Old Rome, with 100,000,000 population, had only two multi-millionaires, one with but seven, the other with but three millions. A mere bagatelle compared with our 50 or more men each with from 50 millions to 500 millions. And the whole iniquity has been boiled up in 30 years.

And why is it that so few men, if any, in the important social ranks, can grasp or see the above iniquity even when they try to frighten our modern humanity because of our own dreadful deformities? Simply because they don't have courage enough to blame the natural educators of humanity, what we call the Church, what we should call—The Churches. What should the Church or the Churches be? The Church or Churches of Jesus should be—"Groups of men under any given organization, for the purpose of teaching humanity how to rapidly establish the kingdom of God, of sensible human life, in all national relations, through the few simple, economic processes we know, or shall learn if we go to God and honestly ask Him to let us know."

As long as we, important men, in churches, or out of them, fail to teach humanity how to suppress the bottom iniquity of all nations, we practically establish a civilization inviting all men into temptation, that of robbing each other out of all real happiness and manhood. We thus fling the Lord's prayer to the four winds, repudiate



the "Lead us not into temptation." We also repudiate the "Thou shalt not covet."

It is utterly impossible for any group of men to do anything worse than all that. We thus remain entangled in the same progress of despair of all the other nations no matter how far back we may go. We have then—a permanent war between humanity grouped in nations and churches on

one side, and God, Jesus and the universe around on the other side. We have the power to stop that war as soon as we like. That would close up our progress of despair. That would initiate a progress in accord with the divine and natural order of human development, that being the only kind of life for which humanity was created by a sensible Creator.

## The Death Roll Of Industry

ARTHUR B. REEVE.

*Charities and the Commons.*

**T**O the unprecedented prosperity such as the past year showed and the present year promises, there is a seamy side of which little is said. Thousands of wage earners, men, women and children, were caught in the machinery of our record-breaking production and turned out cripples. Other thousands were killed outright. How many there were no one can say exactly, for we were too busy making the record production to count the dead.

France, Germany, Holland and England have come pretty close to counting their death-roll of industry and to shortening it. America does not even count the lives. We know the number of cattle and hogs slaughtered for food, but we do not know the number of men, women and children whose lives and limbs are crushed by the wheels of industry running at top speed.

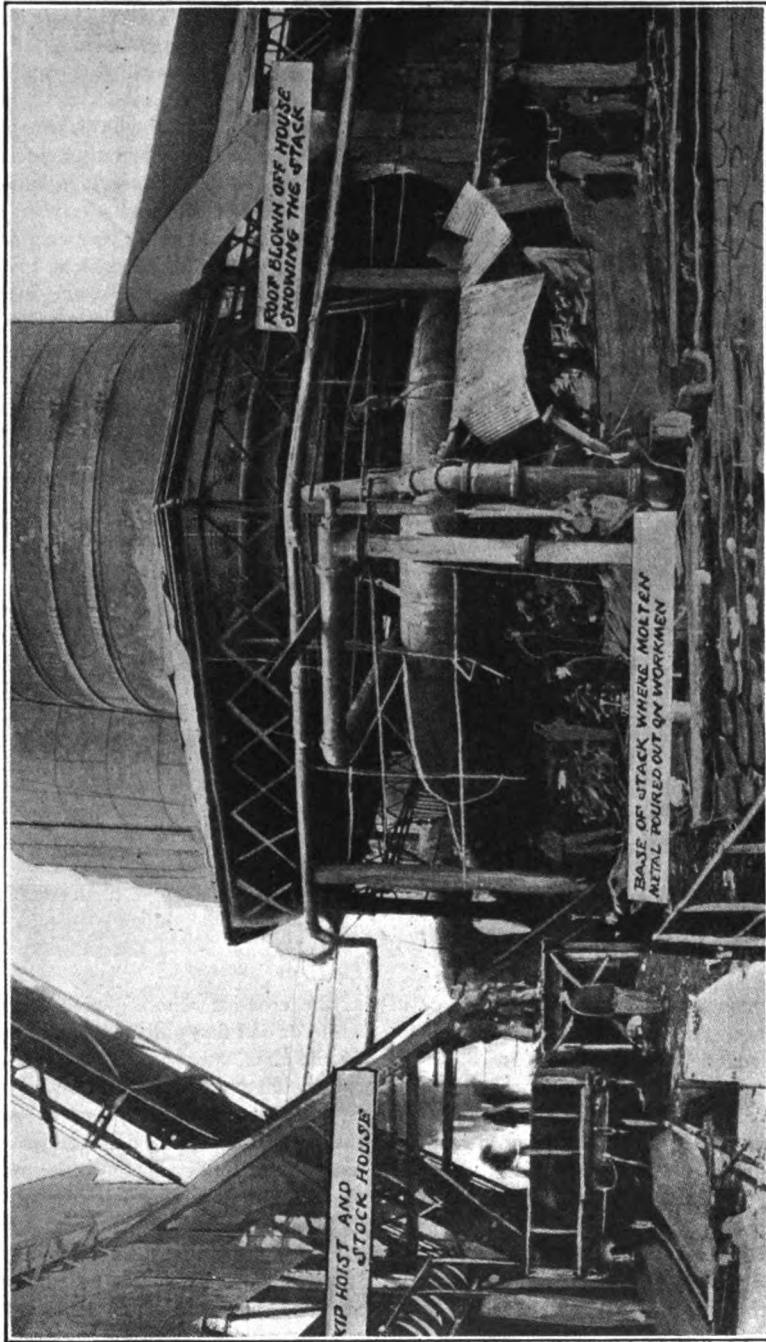
Yet though we do not know this total exactly, all methods of estimate lead to the conclusion that it must be in the neighborhood of half a million—equal to about one-half the number of immigrants who come to us from abroad in the same period. This loss happens at a time when throughout the country the demand goes up for more men in every branch of industry.

First of all it is necessary to examine the facts which we already possess. The first step in the program of reform should be prevention,—before the fact; the second, restitution—after the fact. Placing more

safety devices on our machinery, taking more sanitary precautions in our shops, and strengthening in general our present weak preventive legislation, make up the first part of the program.

Concurrently comes the alternate side of the program,—restitution. Salvage work has been attempted in "bureaus for the handicapped" where wrecks of dangerous trades may be made as far as possible self-supporting. The ultimate goal of such a program will probably be workmen's insurance against accidents—the theory being that the wear and tear of human life is a cost of production as much as the wear and tear on machinery and that the more equitable method of apportioning the risk of trade is on the consumer *en masse* rather than on the individual worker or on the charity of the community.

In considering the problem of public responsibility and industrial accidents, let us piece together the fragmentary information on the subject that we already possess. For the sake of convenience it is well to adopt the classification of industries followed by W. F. Willoughby in his monograph published as a bulletin of the Department of Labor in 1901. Mr. Willoughby includes (1) railways; (2) mines and quarries; (3) factories and workshops; and (4) building and construction work. If to these be added (5) agriculture and lumbering and (6) personal and domestic service, these six great groups of industry



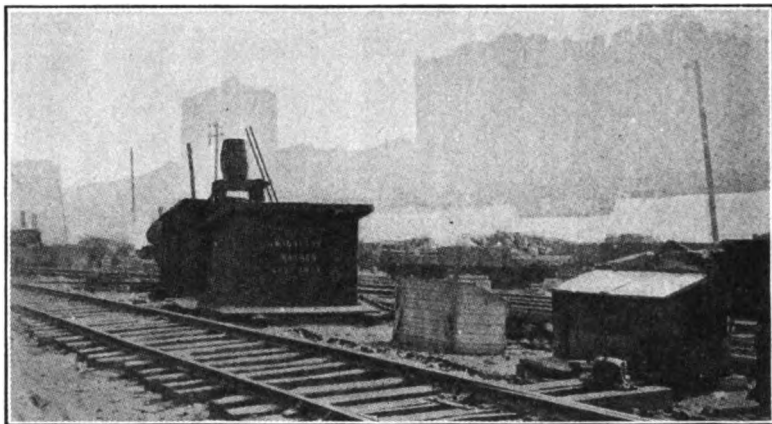
FURNACE EXPLOSION, PITTSBURG, PA.  
Declared by Coroner to have been preventable. Danger known several hours before accident.

will almost cover the 29,000,000 wage earners of the United States.

#### THE RAILWAYS.

In none of the other great groups of industry in the United States, are equally complete and accurate statistics of accidents to employes gathered as in the first group, the railways. When the Interstate Commerce Commission made its first report in 1889, it found that of the 704,743 railroad employes, 1,972 were killed and 20,028 were injured, a total of 22,000 for the year. During the latest year for which statistics are complete, 1905, of the 1,382,196 railroad employes, 3,361 were killed and 66,833 injured, a total of 70,194. In other words though our railroads do not employ twice the num-

large number of accidents to employes, nor the comparatively smaller increase in fatalities from the large increase in injuries. It is no wonder that railroad employes have declared that "when soldiering is as deadly as switching, international disarmament will be at hand." It is not only switching that is dangerous—the chance of a railway mail clerk of coming through the year safely is twenty-one to one. The engineer takes one chance in nine that he will be injured before the year is over and one in 120 that he will be killed. The men working in the yards, the conductors and brakemen, the porter who makes the berth, the boy who sells the magazines and newspapers, the man who handles the baggage, even the man



DYNAMITE STORED NEAR RAILROAD TRACKS.

ber of men they did in 1889, they kill or injure nearly three times as many.

Where one railroad man in 35.2 was killed or injured in 1889, now 1 in 19.7 is killed or injured. This startling change has been brought about by a more rapid increase in the number of injuries than in the number of deaths. One in every 414 railroad men lost his life in 1905 against one in every 367 in 1889 and one in every 486 in 1897.

Railroading itself is nearly twice as dangerous as it was eighteen years ago and traveling on the railroad is more than twice as dangerous. The comparatively small number of accidents to passengers should not distract attention from the comparatively

at the crossing who signals the train with white or red flag—all face death every hour of the day.

Of what importance the provisions of the commission have been, can be seen from the fact that after the introduction of the automatic coupler in 1897, the number of accidents in coupling fell from 2,500 to 1,693. The number is now creeping up again slowly—during the quarter ending June 30, 1906, 68 more men were killed in this way and 393 more injured than in the same quarter of the preceding year.

Town and country are full of cases of men injured in this way. A recent case that came to notice in New York was that of a man of thirty-seven who had been

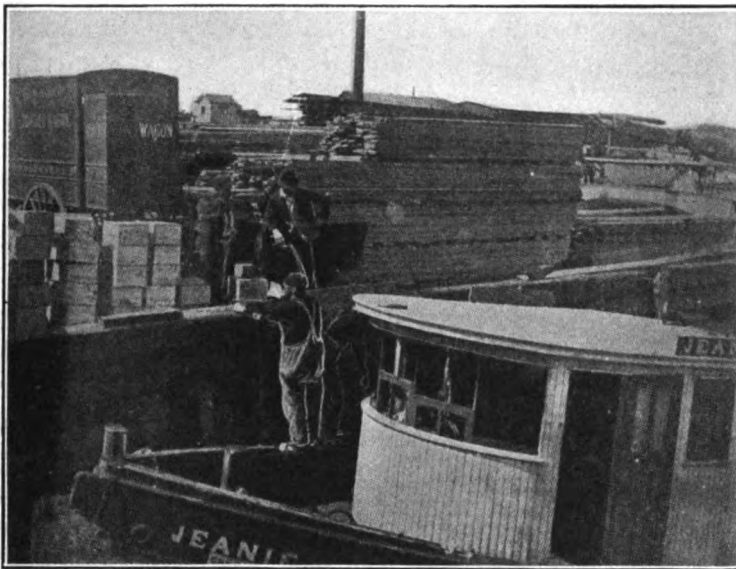
injured in a coupling accident in Cleveland. He secured no damages from the company though they paid his hospital expenses. He was later given a job as flagman which he held for twelve years, but toward the close of that period they required him, handicapped as he was, to do switching. Afraid lest some worse accident might happen to him, he asked for work less dangerous to one in his condition and was told there was none. Drifting finally to New York, he was found a position as watchman in an office building at \$11.00 a week.

The Interstate Commerce Commission

clearly stands in need of this change as the railway mail clerk. The loss of life occasionally by the use of comparatively light postal cars requires that Congress should take some action to lessen this danger.

In his last message President Roosevelt called attention to the need of an eight-hour day for railway employees. About a month later a fearful wreck occurred near Washington itself. The sworn testimony showed that the engineer had had in all only eight hours' sleep out of the previous fifty-seven.

His time seems to have been twenty-two hours awake, then four hours' sleep, nine-



UNLOADING NEARLY HALF A TON OF DYNAMITE, NEW YORK.

has ordered that 75 per cent shall be the minimum percentage of power brakes on all trains subject to the provisions of the safety appliance law. Not long ago the attorney-general of the United States began suits against several railroads for violation of the provisions of this law. Another change that should be made is in the better construction of the cars, such as the all-steel cars of the Pennsylvania, now being built for use in the passenger service in the tunnels under New York. All-steel cars of this sort reduce the danger from fire and flying splinters and are the nearest to non-wreckable yet devised. Perhaps no one so

teen hours awake, then four hours' sleep, and finally eight hours awake.

How many wrecks are due to the fact that an engineer or a train dispatcher has been on duty long beyond the limit of human endurance, the public never knows. Senator La Follette in arguing his sixteen-hour day maximum bill before the Senate read a large partial list. When the bill was voted on *viva voce* a number of Senators voted against it but when the vote was made a matter of record only one dared register in the negative. It is now pending in the House.

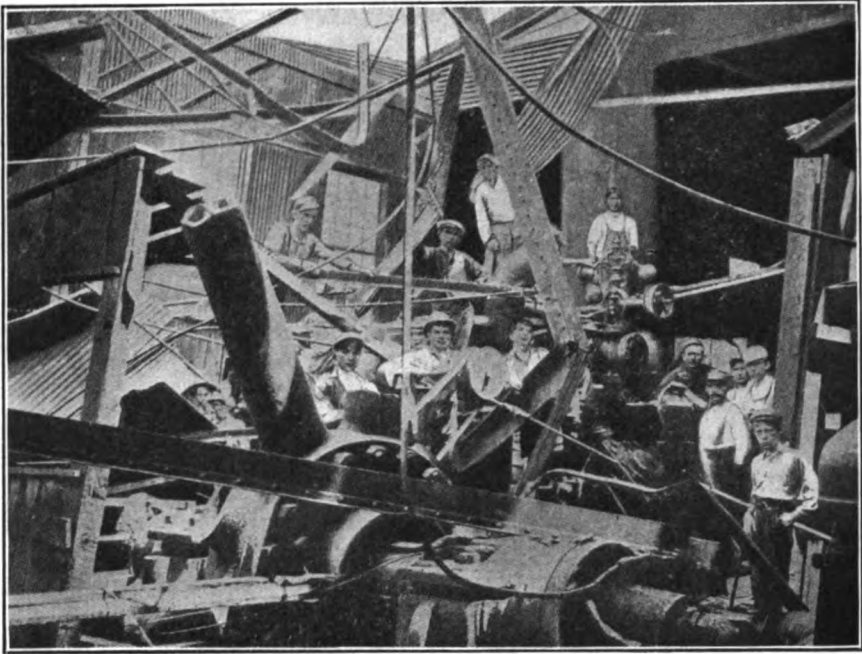
But safety appliances, alert men and up-

to-date equipment, will avail nothing if the block system be disregarded. J. J. Hill was quoted recently as saying:

Every time I undertake a railroad journey nowadays, I wonder whether it is to be my last. The thing has grown to be uncertain. It is a fact of knowledge to every railroad man, that in this day from two to three trains enter at times into every block of every system in the country. There is danger in it.

Street railways, subways, elevateds and other local lines are almost as dangerous

porations, is that of a mechanic who had been employed several years in the yards of the same company. He was struck by a live wire which affected his heart, twisted his neck, practically destroyed his eye-sight, and rendered him a nervous wreck. On the day he was injured he received pay for only seven hours because he did not work a full day! On his partial recovery he was employed as watchman and was approached to sign a release of his claim for \$10. He refused to do so and was discharged since he would not discontinue his suit for dam-



BURSTED FLY WHEEL, CUMBERLAND, MD.

as the railways. Especially is this true where there is a third rail. One of the most careful painters on a New York elevated railway was recently paralyzed by contact with a third rail in performing his duty—an accident due purely to the failure of the company to provide him with rubber gloves. Other circumstances of the case combined to strengthen his claim, which a lawyer is now pushing.

Another case illustrative of the disregard of moral or economic obligations toward their men on the part of certain traffic cor-

ages. The case resulted in a verdict in his favor of \$2,000. Of this \$1,000 went to his lawyer and \$100 for witness fees leaving \$400, the compensation for almost all that made life worth living. The result was that in a short time he was a charge on charity.

#### THE MINES.

In the mines and quarries of the United States the figures that are gathered by the several states are fairly complete as far as fatal accidents in coal mining are concerned. For years Frederick L. Hoffman, statistician of the Prudential Insurance Company,

has gathered the statistics for this branch of industry. He shows in the *Engineering and Mining Journal*, that in eighteen states of the United States there were for 1905, 2,159 fatal accidents in the coal mines:

The fatal accident rate in American coal mines during 1905 was 3.44 per 1,000 employes, against an average of 3.11 for the decade ended 1905. There was, therefore, an increase of 0.33 per 1,000, equivalent to 210 lives more than if the rate during 1905 had been the average for the decade 1896-1905. With the exception of 1902, the rate during 1905 was the highest on record during recent years.

As for the non-fatal accidents, Pennsylvania reported in the same year 1,123 killed and 2,365 injured in anthracite and bituminous mining, a total of 3,488. This was an average of one killed or injured for every 55,000 tons mined.

Mr. Hoffman concludes:

Evidently the tendency of the fatal-accident rate in coal mining in the United States, is in the wrong direction. Mine labor has an increasing economic value and the annual loss of life represents a not inconsiderable diminution of national wealth.

Mine accidents, as the readers of the newspapers know them, are the spectacular events of explosions and cave-ins. As a matter of fact, the individual accidents which under present conditions are passed over as of comparatively small importance, outnumber these in their tally of lives lost. Falls of roof or slate, coal-cutting machinery, and electricity are probably responsible for more deaths than the "deadly" fire-damp and the "careless" handling of dynamite.

The introduction of coal cutting machinery and the great influx of foreign labor, says James E. Roderick, chief of the Department of Mines of Pennsylvania, are the two chief causes of the constantly increasing number of accidents from falls of coal, slate and roof. He continues:

Scores of foreign workmen annually meet their fate in this way and the question arises: Who is responsible for this great loss of life? The reports of the inspectors show clearly that over fifty per cent of the employees, especially the miners and loaders,

are men that cannot understand the language of this country and are ignorant of the dangers that surround them. It would be a most humane act if the foreigners could be prevented from working in the mines until they have acquired at least the rudiments of the English language, unless they can be put to work with competent men of their own nationality. It is my opinion that a foreman who allows incompetent foreigners to work together who do not understand the English language, should be held guilty of manslaughter in case of fatal accident to any of these men.

The dangers cannot be entirely eliminated but they can be lessened greatly if the common and well-known precautions are taken.

In the collection of statistics for accidents in mining it is usually considered that the subject is exhausted when the coal mines are examined. Such is not the case, of course, for confining statistics to the coal mines almost wholly neglects the mining operations of several large western states. Iron, copper, gold and silver diggings, to say nothing of the quarries, also add their quota of accidents.

What is, then, the total number of miners in all mines killed and injured annually? According to a statement published some time ago in the *Indianapolis News*, John Mitchell, president of the United Mine Workers, has made an estimate that, in view of the known fatalities in coal mining, does not appear to be excessive for the entire country. In the fifteen states which report mine accidents, 5,986 miners of all classes were killed and injured in 1904. In view of the fact that the year's record in Pennsylvania, Ohio and Illinois, the chief coal mining states, reached nearly that number, the figures are probably sufficiently accurate.

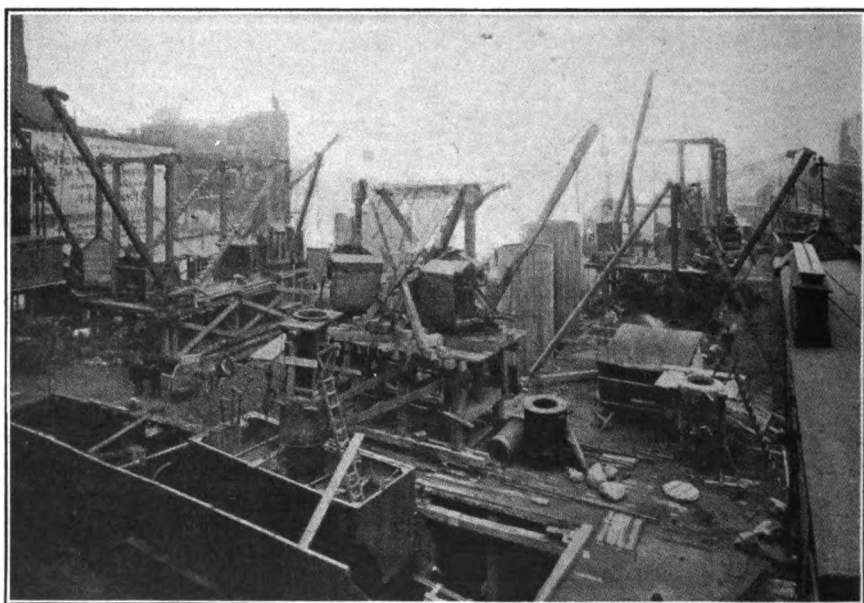
In the fifteen remaining states where mining is an important industry, although records are not kept, he estimates the deaths at 2,000 and injuries at 4,000. Thus in anthracite, bituminous, iron, copper, lead, silver and gold mines, as well as quarries, there would be in a representative year probably 11,986 men either killed or injured.

## THE FACTORIES.

There are over 7,000,000 American workmen in the manufacturing and mechanical trades, but only ten states make any effort to secure reports of accidents resulting from the dangers that surround them—Massachusetts, Rhode Island, New York, New Jersey, Pennsylvania, Ohio, Indiana, Minnesota, Missouri, and Wisconsin. As far as real value attaching to these reports is concerned, no statistician has ever used them seriously, for in no case is it even claimed that complete returns are obtained, nor is it even known to what number of

months of April, May and June, of accidents in a selected list of factories. The result of the investigation was the discovery that among 452,435 employees, there were 1,847 injuries in three months which, proportionately, meant 7,388 for the year, a rate of 16.33 per 1,000.

In citing these figures, their limited value should first of all be pointed out. The accident rate reported in many industries is ridiculously lower than the experience elsewhere. From trade unions and other sources it was learned that many accidents occurred in shops that did not report them.



LAYING THE FOUNDATION OF A SKYSCRAPER.

From the beginning to the end there is a continual spilling of blood.

employees the figures obtained are applicable. The definition of what constitutes an accident differs in almost every state, and as for anything like compulsory reporting, it does not exist.

There has been but one half-serious attempt in America to secure accurate statistics of accidents in factories, and that was made by the New York Bureau of Labor in 1899. The commissioner of labor and the chief inspector of the state then cooperated in a special effort to secure as complete as possible a record during the three

months of April, May and June, of accidents in a selected list of factories. The result of the investigation was the discovery that among 452,435 employees, there were 1,847 injuries in three months which, proportionately, meant 7,388 for the year. Moreover these special reports covered about half the factory workers of the state.

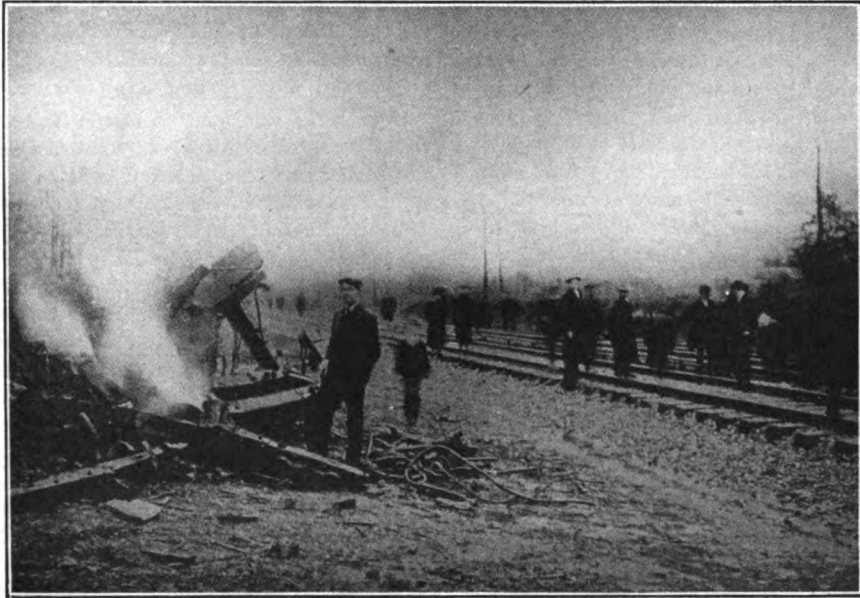
Applying these figures to the manufacturing and mechanical trades in the United States, it will be found that about 115,000 accidents must occur annually if this proportion, 16.33 per 1,000, holds good. But, as the commissioner himself pointed out,

this ratio is compared with 38.3 per 1,000 in Germany. "That such a difference actually exists in favor of New York, no one can believe who is familiar with the more intense energy and reckless purpose displayed by American workmen. In fact all the more accurate statistics (railways and mines) go to show that the frequency of accidents in the United States exceeds that in Europe."

If such were the case, that the accident rate discovered was at least fifty per cent too low, it would indicate that the correct

are tabulated. During the first quarter of 1906, 3,261 accidents were reported, nearly half the total number for 1905. This, of course, does not mean an increase of accidents but better reporting.

The most common type of factory accident is what the newspapers call being "caught in the machinery." Judged by a newspaper clipping record of 612 accidents, made as an experiment, thirty per cent of factory accidents are of this nature. A large proportion of such accidents could be prevented by merely screening off moving parts



RAILROAD WRECK AT TERRA COTTA, NEAR WASHINGTON, D. C.  
Engineer had eight hours rest out of 57 hours service.

number for the entire country must be in the neighborhood of 230,000 accidents. This is only an estimate and only of value as such in view of the lack of facts. It shows that these industries are cumulatively dangerous and shows the need for investigation.

New York is getting probably the best reports of accidents in manufacturing. Since 1902 the number of accidents so reported has increased over 100 per cent. A new law makes these reports confidential and they cannot be subpoenaed in court proceedings, a plan which should disclose a further and amazing increase when the figures for 1906

of machinery. This is often prescribed by law but frequently not attended to.

Cases of this sort could be multiplied indefinitely. Recently a man was picked up on the streets of New York for begging. His hands and fingers were partly off—a sacrifice to the speeding up the machinery of a harvester company in Chicago. He was an Armenian, unacquainted with our laws, and easily put off by the manufacturer on the community for support.

Young girls as well as foreigners are heavy sufferers. Cases in the big laundries of loss of arms and hands in mangles are



frequent; almost never is there any compensation for the injury. In the jute mills about New York, scores are injured. A case that came to notice recently was that of a girl of seventeen, who had been injured two years before while operating a feeding machine. She instituted a suit but the probabilities were against her recovering anything. Another victim with an artificial hand has been added to the list with nothing to show for it.

A type of accident dreaded in the factories is to be caught in the leather belting or struck by it when it snaps or flies off the shaft. Adequate protection from accidents of this sort is not especially difficult. Again, fly-wheels, revolving too fast on account of overload or over-speed, burst, showering the men with as deadly fire as an exploding shell from hidden artillery. Last year a partial and incomplete record showed seventeen men killed and thirty-five seriously injured from this cause alone in seventy-seven such accidents.

These accidents are naturally very violent. Says William H. Boehm in *Insurance Engineering*:

Since disruption nearly always takes place at a rim speed of 3 to 3½ miles per minute, the heavy fragments are hurled with a speed so terrific that everything in their path is mowed down as by a bombardment. A single accident often involves the death and injury of scores of employees and a property loss of thousands of dollars.

The temptation in speeding up the work to let a fly wheel run over speed has its counterpart in piling on pound after pound of steam pressure on a boiler that is not built to stand the load. What we are doing every year in this way is shown by comparing our figures with those of Great Britain. During the year 1905, there were fourteen persons killed and forty injured in Great Britain from boiler explosions. On the other hand *The Locomotive* published at Hartford, Conn., gave 383 persons killed and 505 injured in the United States.

The number of steam boilers in America is not fifty per cent greater than that in Great Britain, where the average of the last twenty-two years is twenty-eight killed

and sixty injured. The number killed in the United States should not exceed 40 a year. As a matter of fact the death-roll is nearly ten times that number.

In foundries, machine shops, steel-mills, iron moulding shops, blast furnaces, car-shops, locomotive works, rolling mills, and wire mills thousands of men are every year caught in machinery, struck by heavy ingots, or by traveling steel cranes, or steel rails,—burnt, mangled and tortured. It is not to be supposed that all factories are charnel houses or that all employers are ruthlessly slaughtering their men and coining their blood into dollars. Yet there is a reverse side to what we ordinarily look on as peaceful industry that is ghastly.

Here is the statement of Joseph G. Armstrong, coroner of Allegheny county, where are blast furnaces and rolling mills:

"The number of deaths of foreigners in the mills in Pittsburg and vicinity has come to be nothing short of appalling, and after careful investigation of the matter, I am convinced that a great many are due to lack of proper protection. Conditions are such at present that the life of a foreigner employed in the mills is given less consideration than is the life of a horse or a mule."

"If even the present laws were enforced conditions would not be so bad," said the Austro-Hungarian Consul, Adelbert Merle, at Pittsburg. Hungarians, it was alleged, "disappear" from the tops of blast furnaces, where one misstep means a death worse than hell. One of the clippings of a newspaper record was headed "Slav spitted by red hot rail."

Within the past month came the horrible explosion in Pittsburg in which thirteen were killed by a belching of molten metal from a blast furnace. The deputy-coroner, after investigating, claimed that the furnace had not been working properly for two weeks and that many men in fear had quit their jobs. The accident, he said, could have been avoided had the furnace been shut down when the trouble first became apparent. The rush of orders kept the company from making the needed repairs in time.

It should be borne in mind that this ar-

ticle does not deal with trade diseases. We are dealing with physical accidents, plain to the eye and countable. If these are uncounted, we can only guess at the human price of deadly white lead and its "wrist drop" and paralysis, of phosphorous matches and the disease called "phossy jaw," of "potter's consumption," of hatter's "shakes" and "miner's asthma" and "anthracosis" and the myriad of insidious diseases, like tuberculosis, that lurk in the materials and the work rooms. We are almost as ignorant of the extent and character of industrial accidents as we are of industrial diseases.

#### CONSTRUCTION WORK.

From the mining of the iron, the quarrying of the stone, and the felling and planing

total membership of 1,858 men in the union last year, 156 either lost their lives or were totally or partially disabled. During the year before twenty-six were killed, twenty-six were so injured that they could not resume their trade, and the number of minor injuries totalled about eighty. The increased loss from ten to twelve per cent of the membership of the union, was attributed to a speeding up of the work which it was claimed compelled the men to become less careful.

Falling I-beams kill almost as often as they maim. When they maim the effects are terrible. Such was a recent case in which two men were killed. The third was rendered deaf and dumb, his ears were cut off



DYNAMITE LYING ABOUT LOOSE.  
Excavation, New York Central Station, New York.

of the timbers; from the manufacture of the steel beams and hauling them to their destination; from the excavation and blasting for the foundation of a modern skyscraper as well as the sinking of the caissons; from all these things to the riveting of the steel into its superb frame and clothing that frame with stone, the process of modern building construction involves a continuous spilling of human blood.

For example, Chicago's skyscrapers last year exacted the heaviest toll of human life recorded in the history of building operations in that city. Figures compiled in the annual death-roll of the Bridge and Structural Iron Workers' Union showed a great increase in fatalities among the men. Of a

and "recovery" meant apparently a state of helplessness. He is now making scarcely half his original wage working on patent paper clips.

It is the falls from steel structures which make bridge building all but head the list as a dangerous trade. A large percentage of accidents in construction work is due to falls from insecure scaffolds, loose flooring and the collapsing of flimsy structures. Accidents of this sort are in most cases preventable. Death is dealt by falling bolts, cement blocks, bricks, tools, etc., by falling derricks, by numberless other foreseen and unforeseen accidents. Sometime or other at every point from foundation to roof, human life pays the price,

One of the most remarkable developments of modern engineering is in driving subaqueous tunnels by means of a hydraulic shield and compressed air. There is one tunnel job about New York where not a man has been lost by the "caisson disease," but this is not the case for all tunnel systems that are being put through. The coroner of New York reported sixty-eight deaths in tunnel work last year.

Dynamite and blasting powder are fatal in peace as well as in war, from their manufacture to their use. In a blasting powder factory men work face to face with death, and when death comes,—as it does frequently,—it is widespread and unescapable. High wages tempt men to come but few to stay.

But it is the reckless use of dynamite by the men themselves, and the lax rules of their employers that are responsible for most fatalities. Last year in New York city reckless handling of dynamite caused a special investigation that resulted in the summary removal of a city official who had failed to enforce the law.

#### FARMING AND LUMBERING.

In agriculture the figures are even fewer than in the building and construction trades, yet farming is, contrary to the popular belief, a hazardous occupation. The reason for this is simple. The farmer in a small way follows almost every occupation without having special training or knowledge of any, save tilling the soil. More than that, every year sees the farmer using more machinery to do his work, machinery that in itself is far more dangerous than factory machinery, since it is almost always full of knives and cutting edges and is seldom as well inspected or as carefully cared for.

Moreover the facts are hard to get at, if not impossible, for the agricultural population is scattered far and wide, over millions of square miles out of touch with any except the local correspondent of the country weekly. The same is true in even greater degree of lumbermen and saw mill employees.

#### ESTIMATING THE LOSS.

The question arises, however, can we not at least estimate the total loss every year?

Several methods of inference coincide in leading to the conclusion that the number of persons killed or injured in industry in the United States is, as stated at the outset of this article, in excess of half a million.

(1) Suppose the French experience is taken as a basis. Excluding the mines and railroads, France had 222,124 workers killed and injured during 1905. France has a population half that of the United States, beside quite fully developed protective laws. Granting that we are as careful as the French, however, this would indicate that our loss in the same year was in the neighborhood of 444,248. Add to this the known accident roll of 70,000 on the railroads and the probable list of 12,000 in the mines and the stupendous total of 526,500 accidents is reached.

(2) Again suppose the German experience is taken. In 1899 the New York Department of Labor took these figures and applied them to the United States as far as could be done. Its conclusion was that there were 10,000 workers killed every year in the United States, that 68,000 were disabled from further work, that 55,000 were disabled not permanently but for over three months, and that 400,000 were incapacitated from three days to three months. The New York report concluded:

In the aggregate more than 500,000 persons annually sustain such injury while at work as to cause their temporary or permanent withdrawal from the ranks of industry and throw them for support upon funds of their own accumulation or upon the charity of friends or of the public save in the relatively few cases wherein they have insured themselves against such contingency.

(3) Suppose the experience of Wisconsin under a new law passed in 1905 is taken. During the twelve months ended September 30, 1906, there were approximately 12,000 accidents reported, four per cent fatal, eighty per cent serious and sixteen per cent trifling. The total number of wage earners in the country is almost exactly forty times that of Wisconsin. If the proportion held, this would indicate that

the total number of accidents is in the neighborhood of 480,000.

(4) Suppose we take the experience of the insurance companies. One of the largest in the employers' liability business, in a representative year, so chosen that the returns are all in, wrote insurance on a wage expenditure of \$29,158,000. By insurance companies the average wages of workingmen so insured has been found to be about \$500 a year. This wage expenditure, therefore, approximately represented the employment of 58,316 workingmen. During the year there were reported 2,081 accidents. By comparing the latter two figures it is seen that one workingman in 28.02 must, therefore have been injured during the year. Neither railroad men nor farmers were insured by this company, though those employed in domestic and personal service were, as well as those in mines, factories and construction work. The trades involved covered roughly trades employing much more than half the total of wage-earners in the United States. Applying the ratio only to one-half the wage-earners, 14,500,000, the result is 518,000. Adding the railway and agricultural accidents the total would be nearly 600,000.

(5) Suppose the figures of another of the insurance companies, doing the same sort of business are taken. These figures

are the result of fifteen years' experience with a pay roll of \$1,905,398,000. Assuming the \$500 rate of wages this would represent the employment of 3,811,030 persons one year. The accidents reported numbered 185,088. Setting these two figures against each other, it would turn out that one person in 20.59 is injured annually in pursuing his trade. The trades from which this rate was derived included almost altogether "manufacturing and mechanical pursuits." Applying the ratio to the total number of such workers in the country there are indicated 344,000 accidents to them alone. Dr. Josiah Strong has arbitrarily assumed that all other occupations are only one-fifth as dangerous as the manufacturing and mechanical. Though there seems to have been no particular reason for the assumption, it is interesting to note that it adds 220,000 accidents to the 344,000, making a total of 564,000, not far from the total indicated by a rival company.

Above all it is important to bear in mind that these figures are merely inferences. They emphasize the need of *facts*; that another census should not be taken without an inquiry into the extent of industrial accidents. Until the facts are definitely collected, it is not unwarrantable to assert that *we send to the hospital or the graveyard one worker every minute of the year.*

## Widow Clancey's New Partner.

C. M. NORMAN.



WIDOW CLANCEY was indignant, and, as she vigorously polished the rosy fruit, she stormed mentally. To think, after all the years she had passed in peace, her alley-way should be invaded by a peddler, and such a specimen! Then to cap the climax, Piper had gone over to the enemy; Piper, the little mongrel pup she had rescued from a band of howling street arabs, and had nursed and reared with loving care. This was the last drop in her cup of bitterness, not but that the alley-way was wide enough

to accommodate both, with room to spare, the Widow Clancey was mentally obliged to admit that, but she was human, and like many others, possessed a rather "dog in the manger" spirit. So although she could only occupy a small space in the alley-way, she sat in her cozy place, behind the but-tress of a large office building on one corner, and made herself unhappy.

The Gold Paint Man was the object of her scorn and derision. Aged and bent, he stood in an unassuming attitude, offering in his small tray, gold paint for sale. His

thin gray locks of hair shivered in the strong, chill breeze, and he raised a faded, red comforter, which he wore around his neck, frequently to his lips, to stifle the racking cough, and even the bust of Minerva, scantily spread with the paint to prove its gilding qualities, wore a dejected look, in keeping with its owner. The Widow Clancey noticed each movement, and in her heart she was glad. "For," thought she, "the cold wind will soon force him to seek a more sheltered place."

The day wore on, and pennies and nickels rattled in Widow Clancey's pocket, for many had sampled the rosy-cheeked apples, and each had a cheery greeting for her, but the Gold Paint Man had very few dimes to count at the end of the day.

The next day was raw and chilly—a typical New England day, and the Gold Paint Man's cough was exceedingly irritating to Widow Clancey. "Why couldn't I be left in peace in my sunny corner?" she thought. Several times the Gold Paint man turned beseeching eyes toward her, as if the voice of a companion might make the long day less tedious, but the stony look on her face deterred him from making any advances; her very attitude was hostile, at least as much as a roly-poly body is capable of showing, for the Widow was as round and as rosy as the apples she sold.

When the noon hour came, she bustled about, drew out her alcohol lamp, and, placing two fat sausages in a diminutive frying pan, soon had a tasty lunch in preparation. The Gold Paint Man's nostrils twitched visibly as the savory odor floated toward him on the chilly air, and Piper frisked and barked in anticipation of the bits of the coming feast. From his pocket the Gold Paint Man drew a thin sandwich of dry bread and scraps of meat, and, sitting on the opposite curbstone, made as satisfactory a lunch as the cold wind and dry bread would permit. Piper ran across and gazed wistfully in his face as if to say: "I wish you had some nice hot sausage, but they belong to the Widow Clancey, and I don't think she would share with you."

A month passed; still the Gold Paint Man stood in his accustomed place, and still the Widow Clancey held aloof. One day a runaway horse caused such a com-

motion in the street that people ran in all directions, a great crowd of boys rushed down the alley-way and upset the Widow Clancey's basket, scattering the big and rosy apples on the pavement. The mischievous boys dashed for them, but in a moment the Gold Paint Man was among them, he seemed to be endowed with superhuman strength, and pushing this way and that, with the aid of Piper, soon had the alley-way clear and the apples restored to their rightful owner. Much against her will she thanked him, holding out a fine, large apple for his acceptance, but, with an old-fashioned courtly bow, he politely declined the gift, although such a tempting bit of fruit would have been a luxury and, picking up the tray, while coughing from the extra exertion, he trudged wearily away into the dusk of the night. The Widow Clancey's conscience began to trouble her. "Tomorrow," thought she, "I will be more friendly. Poor soul, he must be lonesome. Yes, Piper," looking down at him reflectively, "I am very much afraid I have been selfish."

The next morning, to the Widow's own surprise, she looked eagerly for the appearance of the Gold Paint Man at the usual time, but he did not stand in his place that day; the next day passed, and she was obliged to admit that she was lonesome. Piper would run over to the curb, where the Gold Paint Man always sat to eat his lunch, then run back and look up in her face as if to ask, "Where is he?"

As Widow Clancey was hurrying to the alley-way one morning, almost a week after the disappearance of the Gold Paint Man, her heart gave a great throb, for a dark figure stood in the Gold Paint Man's place. "Perhaps he has been sick," she thought, "and is now about again; I will wish him a pleasant good morning." Piper gave a glad bark and rushed forward, but turned, and with a disappointed whine, ran back to his mistress, and what was her consternation to find a blatant Italian vender, calling out his hot roast chestnuts to the hurrying multitude. Her soul was now sorely vexed, and she often longed, as the days, passed, to see again the quiet bent figure that she had so often looked at disdainfully, Piper also drooped, and, if he carelessly ran too

close to the roast chestnut vender, was rewarded by a vigorous kick and a flow of Italian ejaculations.

At length the Widow Clancey was forced to seek warmer quarters, and soon the winds of winter had piled the snow in the corner where she had sat so cozily during the sunshiny autumn days.

\* \* \* \* \*

One bright spring morning the Widow Clancey came walking briskly down the street, with Piper frisking and barking at her side. Dear me! what a sight the corner was! She bustled about, sweeping out the dead leaves and arranging her little store and comfortable seat, while Piper assisted as much as his ability would allow. When he would grow too frisky, and try to run away with the hem of her dress, she would give him a playful whack with the broom. Suddenly Piper stopped, and, turning his head sideways, perked up one ear and listened. Faintly, Widow Clancey heard slow, feeble steps coming. Piper gave one short, glad yelp, and raced away around the corner: a stooping figure crept slowly into the alley-way, a little thinner and paler, with the tray of gold paint in his arms.

The Widow Clancey turned and, with a pleased look in her eyes, said, "Good morning, good morning, and it's glad indeed that I am to see you, and how are you after the hard winter we have had?"

"Fairly, fairly, thank you kindly, and here still, the Lord be praised," replied the Gold Paint Man, turning to sit down in his old place on the opposite curbstone, for he was exhausted after his long morning walk.

"Come, my friend, and sit here," said the Widow Clancey heartily, pushing one of the stools forward, "it is more sheltered here, and sunny." Piper was delighted, for at last his two great friends were also friends, so he jumped and barked and almost tried to tie himself into knots.

When the noon hour came, four sausages were sizzling in the frying pan, and Piper had no cause now to run over to the opposite curb and gaze wistfully up at the Gold Paint Man's face, for there was a family party in the sunny street corner.

When evening came, the Widow found, to her satisfaction, that their homes lay very near together, and passers-by smiled as they watched her, with her basket, and he, with the tray under his arm, slowly walk away into the dusky glow of the setting sun. Once he offered to carry the basket; but she said: "Why, man alive, I could put you in the basket and carry both with no trouble."

As the weeks passed, the Gold Paint Man grew stronger. Widow Clancey brought mixtures of her own make, which seemed to possess wonderful healing qualities, and, by late spring, his cough has disappeared. Her motherly instincts being aroused, she alternately petted and scolded the Gold Paint Man, but he was happy in her companionship.

They had stopped at her steps, as usual, to say "good night" one evening in the following autumn, when the Widow Clancey turned to her companion and said: "I do believe you need someone of your very own to comfort and take care of you, but I don't believe you would ever have the courage to ask her."

The Gold Paint Man looked at her, the rosy glow of the setting sun lit up his face, and transformed the old, bent figure; his eyes shone blue, and he straightened instinctively. Her plump hand hung at her side; leaning toward her, he raised it to his lips and kissed it.

Several weeks later, a customer stopped for his usual morning apple and, seeing a rosy-cheeked girl in the Widow Clancey's usual corner, asked if she was sick. "Sick!" the girl answered joyfully, "why, Lord bless her, sir, this is Aunt Mary's wedding day."—*Saxby's Magazine*.



## "The Boomer."

C. J. THOMPSON.—*The Railroad Telegrapher.*

**T**HE Boomer sauntered into the office and took a comprehensive survey of his surroundings.

Roughly dressed, his old slouch hat showing but few signs of its original shape, his linen soiled and collar dirty, clothing old, shiny at the elbows, and showing numerous darns and patches, evidently not the handiwork of womankind, and his face covered with a stubby growth which did not tend to make him look more prepossessing; it was evident he had been "up against it" for some time.

Under his arm he carried a bundle containing his store of worldly goods, which in all probability, did not exceed one change of clothes. But there was a kindly look in the keen blue eyes which bespoke a good heart, and awoke a feeling of confidence in the man despite the rough clothing.

The agent and the operator and the youthful office boy turned and stared at the intruder. Of the "Home Guard" themselves, and having always worked for the good old A., B. & C. they did not understand that while greater ability may be acquired by changing from one road to another, that it was often done at the expense of one's personal appearance.

"Understand you are short a night man," said the Boomer.

"Yes, we are," said the agent, vaguely wondering of what interest the fact could be to the tramp. "What of it?"

"Oh, nothing, except the chief sent me down to see if I could handle it. Pretty stiff job, eh?"

The agent and the operator gasped for breath, and the operator, just recovering from his surprise, replied: "Yes, its' no cinch."

"Where are you from?" "From the 'Q.' last," said the Boomer.

He studied awhile trying to fix the location of the "Q.", but, failing, made up his mind it was one of the small and unimportant one-horse railroads scattered here

and there throughout the country, and mentally sighed as he thought of having to break in an inexperienced operator.

He remembered the time when the chief had sent young Billy Smith from a flag station on one of the branches to work nights. The night chief had gone on one of his streaks and thrown it into Billy so fast he couldn't copy it. Got him so scared he couldn't copy it even when he did send slow, and then jacked him up until the poor frightened Billy had lit out for his father's farm afoot. Why, even *he*, old tried operator that he was, with a full two years' experience, had all he could do to get it down when the chief sent fast, without breaking every little while, and he usually copied it over again afterwards.

Now what would this fellow do who was evidently just off a farm, when the chief began to send those long pick-up messages? Suppose he got another "streak" like he did with Billy? Well, maybe, if he got scared out the chief would know enough to send a good man the next time. He couldn't stay awake all night just to help a greenhorn out. No, they would have to learn the same as he did. Hadn't he swept out the depot, cleaned and filled the lamps, walked half a mile night and morning with the switch lights, done the expensing, ran errands, helped with the abstracts, and studied telegraphy nights for a whole year before he was given a job?

Certainly he had. He had worked for his present responsible position. And others wishing to obtain similar proficiency had ought to start the same. However, he would give this new one a few pointers to show his good will.

So thought the day operator.

"Well," he said, "I suppose you are ready to go right to work?"

"Yes. Just show me where I can put my 'turkey,' and I'll fly at it."

"Your what?" said the day man, peering about for the bird.

"My turkey," said the Boomer, pointing to the bundle under his arm.

Well, of all things. A turkey in that bundle. Yes; he certainly must be just off the farm, and bringing the turkey to some relatives in town. "It ain't alive, is it?" asked the operator.

"Not much," replied the Boomer; this time mistaking his meaning.

"I haven't seen a sign of anything since I left it out on an anthill at Sand creek a couple of years ago."

To the operator this was not exactly clear, but a call on the wire just then interrupted him, and pointing to a cubbyhole under the counter, told him to put his turkey there, and answering his call began to copy the message. The unusually clear and perfect Morse attracted the Boomer's attention. "That sending sounds familiar," he said. "Guess you never worked with him," the operator replied. "That's the night chief. He's been here for two years, and he's a terror. Off some Western road, I understand. I don't believe there's an operator living that can copy him when he sends as fast as he can. I can't, I know. But I don't want to scare you. You'll have a lot of messages to take from him during the night. You'll have a lot to send, too, and you want to shoot them right at him, because he gets sore if you send slow. We've got lots of pretty swift senders on this line, but there's none of them could ever make him break on anything that sounded at all like Morse. But he's not such a bad fellow, and if you ask him to send slow, he'll probably do it.

"Well, I must go home and go to bed. You won't have much doing till about midnight. Then you'll get your bunch of messages. This lever here throws the order board. That's what you stop trains with, you know, and whatever you do don't forget to put it out just as soon as the dispatcher says '9.' You understand that. Oh, all right. Well, good night. I hope you get along all right, but if you get in trouble, call me. I live just across the road, and I'll come over and help you out." Then he stepped into the night and was gone.

The agent came in, made an inquiry or two as to whether he was bonded or not; eyed him askance for a while, then went over to the safe and spent a minute or two whirling the little wheel until he was sure the day combination was certainly off, and with a final eye to fastenings of money drawer and ticket case, he, too, was gone.

The Boomer smiled. He had seen such things before.

A portly gentleman walked up to the ticket window and gazed about the office. "Where is the operator?" he asked.

"I am the operator. What can I do for you?"

"You're the operator, eh? Well, I don't suppose you'll know anything about it, but I wanted to find out what it will cost to get from here to Bear Creek, Kansas, and what connections I can make, etc."

"I can give you that information," said the Boomer.

"You'll get to Chicago if you take this night train—"

"But I didn't want to go until next week."

"Well, it will be the same then. You'll get to Chicago at 7:25 a. m., and make direct connections from there to Bear Creek, where you'll arrive at 11:40 p. m. the next day. And if I can locate the rate book, I'll tell you what it will cost."

The old gent stared at the Boomer with open mouth, then burst out:

"Now, see here, young man. Don't try to fool me, and make me believe you've got all that in your head. Mr. McHamm, our agent, has been working for this company twenty-five years, and he always spends about an hour looking things up, and then sometimes don't get it right."

The Boomer laughed.

"Well," he said, "you see, I've worked on all these lines this side of Chicago, which you are going over, and as it happened I took the trip from Chicago to Bear Creek only week before last on the same train you would take; so I have the time down pat."

"You don't say? What kind of trains have they got west of Chicago? I've heard



they had everything from a bathroom to a theater on those trains."

"I couldn't say as to that," smiled the Boomer.

"Couldn't say. I thought you rode on that train."

"So I did."

"And can't tell what it's like inside?"

"No. You see I rode the B. B."

"What's that?"

"The blind baggage."

"Oh, train baggage-man; I see. Was it easy work?"

"Yes; I didn't handle much baggage."

"Uh, huh. You say the rate is \$31.25. All right. Good night, and much obliged."

The hours went by; the wires grew still, except for the occasional "O. S." of a sleepy operator reporting a train far down the line, answered by the quick "O. K." of the night chief.

"Funny," thought the Boomer. "That sounds just like my old chum, Jack. Can't be, though; he'd never get this far east. Wonder where he is now, anyway." Nine-thirty p. m. brought a few freight trains in rapid succession, and by 10 o'clock he had quite a respectable bunch of lists and messages to send to the formidable night chief.

Things grew quiet again. Rubbing his hand over his stubby face, he came to the conclusion he would have time to shave. Going to the cubbyhole he took out his "turkey," and, untying it, took out razor and shaving glass and strop, and unrolling a piece of soap from a newspaper, he stood prepared to relieve himself of his beard.

Now, the office boy to whom I fear we have not devoted enough attention, was something of a Sherlock Holmes in embryo. It was his intention to finally attain a partnership with the "Old Sleuth," "King Brady," or some one sufficiently famous to be deserving of his services. And his time, when not engaged in delivering messages, was spent in acquainting himself with the contents of "The Weekly Bold and Bad," five cents per copy, or other literature having a bearing on his chosen profession.

From the first he had viewed with suspicion this pretended operator. His very

clothes were proof that he was no operator. For wasn't Mr. McHamm and Mr. Homer, both operators, always well dressed. How were they so easily deceived? But he would say nothing. There was some deep plot afloat. He would discover it. He alone would have the honor of exposing this villain to the world. But what could the plot be? He puzzled over this a great deal. And when the shades of night had fallen, crept to the rear office window and peeped in. He saw the operator sitting quietly in his chair, and had almost made up his mind that for once his instinct had led him astray, when his eye fell on the safe.

Ah, he had it. It was all too plain. Had he not seen the agent put \$27 in that safe with his own eyes? And that cunning robber was but awaiting a suitable moment to blow that safe to atoms and loot it of its wealth. But he would foil him at the very moment of his success. Even as he looked the operator arose and taking his bundle from the cubbyhole began to undo it. Feverishly the boy watched. If it was only a turkey as the man said, then he would be compelled to doubt the logic of his deductions.

But, no; that is surely a jimmy he is taking from the bundle. Now for the dynamite. But when the shaving outfit came fully into view, he was more than ever sure of himself.

Why had the man said it was a turkey? To deceive, certainly. And now he was shaving to change his appearance.

Yes, he had read of that being done time and again in "Bold and Bad." The jimmy and the dynamite were still in the bundle, no doubt. Would he proceed to use them as soon as he is shaved or not? Ah, he is through shaving. He puts back the tools and wrapping up the soap in a paper, he puts that back, too.

Hark, the train is coming. That is why he doesn't make the attempt on the safe. He has heard it.

An engine goes puffing by, dragging a long string of empties, and stops at a water tank a little way from the office. A head is thrust cautiously out from the door

of the box car nearest the office, and with a quick eye, trained by long practice in noting the approach of "shacks," he peers into the brightly-lighted office. An expression of wonder and surprise drops from his lips as his eye rests on the figure of the Boomer sitting at his desk. "Good Lord. Can that be Harry? No, surely not way back here.

"But as I live, it is."

And, jumping from the car, he ran into the office and grasped his old friend's hand. The surprise on the later's face, however, did not abate for a moment the suspicions of Sherlock Holmes, Jr. Here was an accomplice. The plot thickens. He must have help.

So leaving the two old chums to acquaint each other with where they had been, and the various faults and virtues of the several different chiefs they had worked under since last they met, he hurried to the house of the operator, determined to save the \$27, though he had to divide the honors. Ah, those honors. In his mind's eye he could see his mother weep for joy at her son's brave deed. And the "Weekly Scandal" would have foot-high type to herald it. And have his picture surrounded by a laurel wreath on the front page. And the president of the road would come down in his special and call him his brave boy, and fall on his neck, and give him a quarterly pass. And the thought spurred him to greater speed as he shot across the road. Up the alley and around the back way he sped; up the stairs to the door of the operator's room, and hammered with all his might till he had him aroused, and telling him the new man was about to blow up the safe, and that there was another man with him, and that the "turkey" was no turkey at all, but a bundle of burglar tools. Hastily donning his clothes and slipping a revolver into his pocket, they ran for the depot, and, creeping around to a rear window, looked in. The safe was still intact. They were in time. The clock struck twelve, and drowned the remark the new-comer was making to the night man. But they heard him reply: "Well, Tom, old boy; I've been up against it pretty bad myself the last

two weeks, but I'll go halves with you, and try and square you out for a ride into headquarters. By the way, doesn't that sound just like old Jack's sending,' as the call came sharp and clear.

"Yes, it does. Pretty good stuff, ain't it? What does he want?"

"Guess he's got something for me. I'll answer him."

And, breaking, he answered his call.

The operator listening at the window pricked up his ears.

Never in his life had he been able to snap back his answer to the chief so sharply. It was beginning to dawn on his mind that this man might be a bona fide operator. If he was, wait and see how he handled the night chief.

"AHR," buzzed the little sounder, and the operator saw the Boomer take down the clip and get his pen and ink. But not till the chief had sent the heading, address and part of the body of the message did he begin to copy. Then his hand fairly raced across the page. His pen seemed to dance madly here and there, but from its point the words flowed with a rapidity little short of marvelous. The message finished, he laid it quickly aside, and tearing off another sheet, started the next one, which the chief, surprised at not being "broken," was sending a little faster. The operator at the window craned his neck to see what the Boomer had written. And this is what he saw:

Headings properly filled in, every word just as it was sent. But the writing! Never, in his wildest dreams had he thought it possible for a person to write at that speed and turn out so perfect a copy. Line after line, as though written on ruled paper. Each letter as perfect as though printed, and with all those little curves and flourishes and connected words so dear to an operator's heart. The office boy caught the look of astonishment on the operator's face. "Is he really an operator?" he asked.

"Is he? Is he? Well, I guess he is."

Still the chief continued to send. Finally, surprised at the length of time that office copied without "breaking," he stopped sending, and sharply clicked: "R. U. TR."

"ES, GA," came the quick response, and then the chief broke loose. Quicker and quicker the little instrument reeled off its dots and dashes. Faster and faster raced the supple hand across the sheet, turning off line after line of the fanciest writing the operator had ever seen. Forgetful of the purpose he had come for, he left his post and walked into the office to see more of this wonderful copier. Sheet after sheet he filled and threw aside. And still they came; faster and thicker. To the uninitiated, it would have seemed a steady stream of dots. But the ready ear of the man at the desk separated them into letters, words, sentences with a rapidity miraculous. The Boomer's friend knew by the rapt attention the operator was giving the wire, that he also was a "Knight of the Key." Leaning forward and pointing to the Bloomer, he said: "Your night chief is an old friend of Harry's and mine. We all worked together in the West. I know it is him sending."

The operator nodded, and went up and looked over the Boomer's shoulder. He was copying ten words behind.

The night chief getting angrier and angrier that he could not make his man break, reeled off the words in torrents.

Faster than ever the dots and dashes thundered into the ears of the eager listeners. The chief was now doing his best. The speed was terrific. Was it possible this shabby tramp could keep up? If so he would have done what many of his well-dressed competitors on the A., B & C. could not.

Again he looked over the Boomer's shoulder.

The lithe fingers still raced from one side of the sheet to the other. From the pen's point the ink still flowed into beautiful lines and curves. But he is evidently doing his best.

It is a battle of giants. He is ten words behind. Can he make up those ten words by the time the chief says "Sig"? If he can't, at the speed they are going, he will start the following message at a disadvantage, and probably have to break. All realized the crisis. The dayman hung on the ragged shoulder of the Boomer's friend,

and together they watched with clenched fists and bated breath, the struggle. Gradually, so gradually, in fact that they could hardly notice it, the firm, strong hand began to close up the gap. Faster and faster the sentient pen snatched the words from the little sounder.

Eight words behind; six behind, and still he slowly gained. But the message was drawing near its close. Could he catch up before the "Sig."? That was the question.

Even as they gazed the answer came. The pen was now right on the heels of the little sounder.

Three words behind; now two; now one.

Now it is picking up the letters almost as they drop from the sounder, which is making the last word, till just as the chief snapped off the final dot in the g of "Sig," the ready hand swept down and put the signature to the message with a firm, even stroke.

"NM," snapped the sounder, while the day man and the Boomer's friend hugged each other and shouted like those gone daft.

"U. sure U. Gt. Tm. All." "Wt. U. Sine."

The Boomer laughed. "By George, that's Jack all right. Who'd have thought it? Let's see if he is as good at receiving as he used to be."

"O. K. V. N." he replied. "Hrs a. fu. r. u."

"Art. Hy Up," came the quick response, while mentally the chief was trying to think where he had heard that "sine" before. But he soon was kept too busy to think of anything but the work of putting down the letters his big sounder and resonator were rolling off. The other operators in his office stopped for a moment, surprised at the unusual racket the chief's instrument was making. Then their quick ears catching the unusual speed and beauty of the Morse which was now rolling like an avalanche, they left their keys open, messages partly sent, and one and all crowded around the chief. Was it possible the chief could get it, and who was the sender? Some there were who, sure of his prowess, were willing to bet most anything

that he could. But the older heads waited. Never had they heard sending like this before. If anyone could get it, it was the chief. But—

In the meantime, in the little office way down the line, the two newly-made friends watched with breathless interest the new struggle. Not, however, with the suspense of the former. Now they were the aggressors, and it seemed certain that smoothly though it ran, the extraordinary speed would surely conquer their famous chief. And even if the Boomer failed, he would have established a record for beautiful sending that would stand for years. The words rolled out with greatest precision and wonderful speed. Message after message he sent with no apparent increase, and the chief showed no sign of breaking. He shot the paper blanks into place in his machine, and hammered the messages out of the keys with a speed and accuracy that would put a professional typewriter to shame. The anxious crowd around him were beginning to take hope. Small bets were made that he would win out. For surely this wonder at the other end of the wire had reached his limit, and could not increase his speed.

But the Boomer had just begun. He had now sent half of his messages, but twelve more remained. His arm, stiffened by two weeks' inactivity, had limbered to its work. Imperceptibly at first he quickened his speed. Forty. Forty-five. Fifty words a minute clicked forth.

Never before had the little sounder followed a dot with a dash so quickly. Only six messages left.

Sleepy operators along the line rolled off their tables and listened open-mouthed to the wonderful Morse.

Never was the like heard before. Each letter so perfectly made that even the most critical failed to note a fault. And the spaces between each letter and word; though only the tiniest fraction of a second allowed to each, were timed to a nicety to the speed he was going. No more bets were made in the office of the chief. He had already broken all existing records in

that office, and was now doing what they had thought impossible.

Beads of sweat began to gather on his brow, but he was oblivious to all except his machine, and the brazen voice of his instrument, which now beat and hammered on its resonator at the unheard-of rate of sixty words per minute. Back and forth over the keys his fingers twinkled. Like a flash he returned the carriage and shot in the fresh paper. A clerk made an attempt to feed the machine for him. "Back," he snarled. "I'll win alone." And faster than ever the strong fingers hammered the keys.

Like lightning the little type danced up and down against the platen. Only three messages left at the little office down the line. The Boomer again increased his speed sixty-five words per minute. Now seventy, and his whole being is wrapped up in his sending. All his thoughts concentrated in the purpose of beating his old chum. But still the marvelous perfection of his sending is unchanged. Still no sign of breaking from the chief.

He has reserved a long message for the last, and now summoning all his reserve, he pours it over the wire at the rate of seventy-five. The aluminum beam of the little sounder twinkled back and forth between its pinions with a rapidity too great for the eye to follow, while the chief's huge instrument scourged with the same fiery torrent threatens to tear itself loose from its bearings.

The chief leans over his machine. Every muscle tense; every nerve strained to the utmost to keep abreast of the ceaseless torrent of words pouring like mad from his crazy instrument. With desperate energy he dashes off the words, but the little group looking over his shoulder note he is five words behind. But game to the last the knowledge that he is slowly losing ground does not prevent him from exerting himself to the utmost.

Splendid copier that he is, he has at last found his match.

Five—six—seven words behind. Still he does not loose the sense of the message. The watchers had now given up all hope of his winning, and as they watched him

drop slowly back, their main interest became centered on the number of words he would be able to copy behind without losing the sense of the message.

Still working with unparalleled rapidity, he kept slowly falling back. Ten—fifteen—twenty words behind. It began to be hard for him to remember them all, get those that were coming, and put them down at the same time.

At twenty-two he had to stop an instant to think them out, missed a word in the meantime, caught the one following in time to fill it in, started to write where he had left off, and lost for another instant the thread of the sentence; picked it up in the middle of a word ending in "ig;" knew he was lost, and with a groan reached for the key to "break."

He was just about to open it when his ear caught the name, McHamm; knew it must be the signature to the message, and that the word ending in "ig" was "Sig."

Like lightning his hands shot back to the machine and dashed off the remaining

words, just as the big sounder, now going slower, but still in the same clear-cut Morse, spelled off: "Tts. all. Hw. U. Cmg., Jack?"

The chief dropped limply in his chair.

"If he'd have had another message he'd have got me," he gasped.

But the crowd in the office whooped and cheered, and considered it a fair victory for their friend, the chief.

He had made up his mind long ago as to who was his opponent, and the conversation that they had over the wire was one which left an impression on the mind of every listening "ham" that night.

The outcome of it all was that Harry and Tom, who also was a fine operator, gathered up their "turkeys" the next morning and left for headquarters. Not in a box car, but on passes furnished by Jack, who happened to be wanting two good men for second and third tricks. But the telegraphic battle of the two chums will long be remembered on the A., B. & C.

## The Ideals Of The Labor Movement.

H. F. WARD.



IN THE world-wide labor movement, the aspirations and ideals of the common people find voice and expression. It speaks not only for the skilled workmen who constitute the strength of its various industrial and political organizations, but also for that great company of unskilled workers who form the base of the social pyramid. To these, so long denied any other activity in the common life, save that of toil, democracy has given a place and part in the commonwealth. Silent, in patient toil through long centuries, at last their voice is heard, and through the labor movement they speak their hopes and desires.

Listening to their voice, we discover as one of the strongest of the forces making for social progress, that in the midst of

the sordid materialism which dominates so much of our modern life there is flourishing in the labor movement a healthy and robust idealism.

What is the spirit of the strivings and the goal of the purpose of the people who make this movement? With what ideals do they come to their place in the commonwealth to shape its destiny? Being of the people, these ideals are like the people, simple and strong. They are the old-fashioned ideals, that have always dwelt in the heart of the people and pointed the way forward.

First on the banners of the labor movement is blazoned the word Brotherhood. The rallying cry of their forces is the Brotherhood of Industry, and it is something more than a cheap sentiment.

There is less cant about it here than elsewhere because the movement only has strength to the degree in which its members feel the common need and express the common ideals of all the workers. Their cause depends upon the extent to which they can actually realize the spirit of brotherhood. Against the opposition of organized wealth and its control of legal and political influence, against the prejudices and alien intellectual habits of the people of culture and leisure, they can oppose only the solidarity of their ranks and the sympathy which the justice of their cause may evoke.

Therefore it is that the strongest examples of brotherhood are today to be found in the labor movement. When in time of strike the empty pantry and the white faces of children tempt the father to listen to the offer of higher wages to go back to work, it is the mother who will not let him injure the common cause. During the great anthracite coal strike two and a quarter million dollars were sent to the support of the striking miners by special assessment on unionists of every trade. The sympathetic strike, from the standpoint of the interests of labor, is often like the Charge of the Light Brigade; "It is not war, but it is magnificent," as the expression of an ideal.

There were many complex causes leading to the last Stock Yards strike, but the fact that the issue on which the strike was finally declared, was a demand of the skilled workers for increased wages for the unskilled laborer, is a striking example of the power of this ideal brotherhood in the labor movement. It is not merely self interest that animates the fight against woman and child labor. The men who lead in these struggles are not the men who feel the hardest pressure in their own homes. They are working for others; and they have, too, some vision of the danger to the commonwealth in the maintenance of these inhumanities.

But, someone says, "in its attitude toward the nonunion man the labor movement violates the spirit of its own ideal of brotherhood." The trouble is that this judgment of the attitude of labor is formed from some newspaper account of an act of violence, and a single shock of our sensi-

bilities by a particular instance of brutality confuses both our intellectual and moral judgment. Let us be fair. We read in the paper that a picket has slugged a "scab" and "put him out of business." In our super-refinement we are shocked, and we say, "How brutal!" But the employer, individual or corporation, with deliberate intent slugs his competitor with his heavier capital and effectually "puts him out of business" forever. It is done every day, it does not get into the papers, and if we happen to hear of it, some of us say, "How clever!" and the rest sigh, and complacently remark about the "law of progress." Let us at least be fair in our judgments, and recognize that the use of financial force by the employer to put his competitor out of business is morally of the same nature as the use of physical violence by the union man in putting the "scab" out of business. Let us give to each the same righteous indignation. Then it ought to be remembered that in the background of the act of the laboring man there looms his ideal of brotherhood, which to him the scab is violating; while behind the act of the employer there is nothing but the grim spirit of conscienceless success or the grimmer spirit of greedy gain.

It is one of the moral paradoxes that behind the passions aroused by the local issue of having one's job taken, rises also the larger feeling that one is acting for the cause of the brotherhood of the workers. To the union man it is the "scab" who is violating the ideal of brotherhood. He says, "This man is a traitor to the cause of his people. We are working for the improvement of the conditions of all workers, and he, because of his weakness or his selfishness, would destroy our work and sacrifice the welfare of his fellows to his own wants." Thus even the apparent denial of brotherhood in the sentiment and action toward the "scab," when judged fairly, is in reality an expression of devotion to the ideal. The strength of this ideal and its ethical results are undreamed of outside the labor movement. Mr. Hapgood tells of a man, not a union man, who had committed every crime in the decalogue, and some that are not there, and who was asked if he

had ever been a "scab." He said: "Oh, no. I may be bad, but I'm not as bad as that. That is against my principles."

I am not attempting to excuse hatred and evil passion, I would be the last man to palliate or condone acts of violence. But I am pleading for a fair judgment of the ethical nature of the attitude of the labor movement toward the "scab." And this can never be secured by allowing individual cases of violence to determine the judgment. The labor leaders know just as well as we do that violence alienates sympathy from their cause, and that an unfair attitude toward the nonunion man reacts against the movement. The best of them say openly that their whole policy shall be to train their men into fairness toward nonunion men. I quote:—"When strikes are declared the men should go home and stay there. If any men can be secured to take their places, let them take them. In the past there has been too much coercion and too little instruction and education along these lines." "If the benefits of the union cannot be made apparent to the non-member and if the influence which they can exert collectively is insufficient to induce them to join, then their cause has little strength." "You may say without qualification that this is our aim and that we shall work steadily toward such an education of our men as finally to bring it about." But we must remember that a labor union is not a kindergarten.

Considering fully the attitude of the labor movement toward the man outside its ranks, it is yet evident that it shows us a truer realization of the spirit and ideal of brotherhood than can be found anywhere else in modern society.

When it comes to the relations of the people in the labor movement to the people outside of it, their ideal is justice. This is behind the first demand of organized labor for increased wages and shorter hours of work. Said a preacher to me, as if it were a sin: "They want more money." Well, who doesn't. I know some preachers who for duty's sake have refused offers of increased salary, and there are labor leaders who have done the same thing. But I have not seen many preachers running

the other way when more money was offered them. How many employers are there who are not wanting more money? Many of our business men, like hogs with their feet in the trough, want more than they or their families can ever use. But they have "brains" and they may give some of it to charity, therefore their struggle to get it should be applauded. Why should the thing that is lauded in the business man be condemned in the worker? Why should it be thought that what is a virtue in one is a sin in the other? Why does the preacher want and need more money? That he may have larger opportunities for himself and his family. And that is just why the laboring man wants and needs more money, and must have it. "The demands of labor are distinctly ethical demands," said a man of the labor movement at the Civic Federation meeting at Mrs. Potter Palmer's house. "We like to see nice things. We would like to have some in our own homes. We think it is very well to have bath-tubs in factories, but we want them in our homes; and we are going to have them." The comforts of life, the large opportunities can no longer belong to the privileged few. Universal education raises the standard of wants that must be met. A wealthy and prominent church member of this city justified himself, to himself, for paying \$1.35 per day to his unskilled laborers, because they would only spend it in beer, whereas he could use it for better purposes. Perhaps he had never heard that Lincoln said, "No man is wise enough to rule his fellows." But he ought to know that. The law of life laid down in the Gospels is that your rights are your neighbor's rights, and that your privileges should be his privileges, regardless of whether or not he cares to use them. That is the way that God treats men. His rain falls on the just and unjust. All have the Divine likeness, regardless of how they mar it.

Whenever the demand of labor for more wages is heard some industrious man is sure to rise up and say: "Let him earn it." Well, he is thinking of some lazy loafer who is taking advantage of the union to do what many more respectable members of society are doing, enjoy a living that they

do not earn. The unions themselves are on the way of attending to that man. But when you consider the labor movement as a whole, the man who undertakes to prove that it does not earn more than it gets will have a hard time. That the advantages of machinery have gone to the few rather than to the many, that small profits and quick returns still bring enormous fortunes to the few and small wages to the many, that wages always go up after prices and fall before them, that absentee ownership "rack rents," industry for dividends, and that speculation mercilessly exploits it, are commonplace facts of our industrial life. Any attempt to produce the figures is only an estimate. Yet it means something that the census should tell us that the average production of wealth is \$12 to \$14 per day and the average wage \$1.38. Says Brooks: "There is a general admission among wage earners that they do gain in real and nominal wages, but I have heard the best statistical authority known to me in the United States deny that relatively the masses were getting anything like their fair share." According to Hunter there are "no fewer than ten million persons in actual poverty in the United States." This does not mean there is this number in distress. It does mean that at least this number is much of the time underfed, poorly clothed and improperly housed. Why? Because, "it cannot be doubted that the mass of unskilled workers in the North receive less than \$450 per year."

\* \* \*

It is in the name of Justice as well as of humanity that the laboring man demands to be relieved of the competition of woman and child labor; it is in the name of justice that he demands to be protected from the dangers of accident and the diseases incident both to his occupation and his conditions of housing. It means something that the average life of the upper class in England is 55 years and that of the working man only 29 years. It is in the name of justice that labor demands a voice in the determination of the terms and conditions under which it works, for with the present organization of industry if the right of "collective bargaining" be withheld, la-

bor has absolutely no protection. Said a Spring Valley miner in time of strike: "I was brought here and urged to buy a home for my family! I have half paid for it; we have a grievance which they will not arbitrate, but they tell me if I don't like the work to leave it. I cannot leave without sacrificing the savings of twelve years. They tie me to this spot and then tell me to submit or get out." Without the fullest recognition of the partnership of labor, without recognizing its right to have something to say about how the business shall be run, justice cannot be done, we believe, and it is the purpose of the living God that justice shall be done upon this earth.

Industrial peace is one of the ideals of the labor movement, and it offers the largest hope of its accomplishment. The policy of trades unions is against strikes. They cost too much. Labor stands for peace. It has to pay the heaviest losses to industrial war. The majority of the large strikes of this country have occurred because the employers refused arbitration, which is the consistent policy of labor. The anarchism of unorganized industry means incessant strife. An industrial world organized on one side only, means massacre. The realization of the ideals of the labor movement means the absolute removal of the causes and occasions of industrial war. For the same reasons the world wide labor movement is making decisively for international peace. It foots the larger share of the bills of militarism. It pays the heavier portion of the costs of war. Written in its practical program as well as in its ideal is the abolition of war of all kinds.

In the practical working out of its ideals the labor movement is gradually creating the ideal of the industrial state organized for humanity. In no other quarter of our modern life does such an ideal emerge above the horizon. "Society," thunders Carlyle, "how can you have Society without an idea of Society?" The only idea of the organization of society that is at all adequate for modern industrial life is being worked out in the labor movement. Cries Ruskin: "We make everything else in the factories of England, but we have no idea of making



men." This movement stands for the making of men, and as it works out its ideals of brotherhood and justice and peace it is making for us the practicable ideal of the organization of society for the supreme purpose, the making of humanity.

## Sold Mexican Don A Railroad Station.

**T**HE history of railroad building and operation in Mexico is filled with many incidents of interesting nature. In the early days, during the construction of the Mexican Central Railroad, writes a Mexico correspondent of the *St. Louis Globe Democrat*, many Americans who for one reason or another found it difficult to obtain positions of responsibility in the railway service in the States sought employment on the new road.

It was a seething hot day in midsummer that a shabbily dressed, tan colored young man appeared before the division superintendent of the Mexican Central at Chihuahua and asked to be given a place as telegraph operator.

"How long have you been in Mexico?" he asked.

"Six months," the man answered.

"Hablo Español?"

"Una poco," was the reply.

"There is a vacancy down at Jiminez, near the end of the line," the official said. "It pays 120 dobies per. Will you take it?"

"I'm on," the operator said.

The new operator arrived at Jiminez in due time and was checked in by the traveling auditor. Andy Elkson was the name the new operator gave, but when questioned by the traveling auditor he admitted that it was assumed.

"You can't do anything crooked down here," the traveling auditor said, in a jocular way. "Your receipts will hardly average ten pesos a day, and the remittances must be made daily. I guess the company will risk you."

### THE VICTIM APPEARS.

One morning Elkson was busy unloading some mining machinery at the station when he noticed a big Mexican of the

ranchero type standing close by watching him. With the man was a boy about seventeen years old. Elkson spoke to them pleasantly.

"Anything I can do for you?" he asked the man in broken Spanish.

The Mexican shrugged his shoulders and replied that he and his son had come down from their hacienda, ten miles away, to see the new business which the Americano has started.

Elkson showed him through the building and took some pains to explain to the interested visitors the manner in which words and messages were transmitted by telegraph. They took their departure, but the boy came back early next day and spent several hours hanging around the station. His visits continued almost daily. Elkson taught him the use of the telegraph key so that he could send a few small words. One day Elkson made the remark that he was tired of the business and believed he would quit. Next morning the boy's father came to the station and told Elkson that he would like to talk business with him.

"All right; go ahead," Elkson said.

"My son says you want to quit this business; I will buy it from you," the Mexican ranchero said.

Elkson was quick to grasp the situation.

"You mean you want to buy this telegraph and agency business?" he questioned.

"Si, señor."

"The lowest price I can take is \$10,000 for the whole thing, building and all," Elkson answered.

### THE SALE IS MADE.

The deal was closed on the spot and the \$10,000 was to be paid over to Elkson the next day.

The despatcher at Chihuahua began call-

ing the Jiminez office on the evening following the transaction and all the answer that he received was "I-I-I-I-I."

"Something wrong with Jz," he said to the second trick man.

The necessity of receiving intelligent response from Jiminez was very grave. No. 7, a through freight, had left the first station below Jiminez, and unless it received orders to take the siding at that place to permit the passing of the southbound local freight a collision was inevitable.

The collision occurred ten miles north of Jiminez. The crews of both trains saved their lives by jumping. After setting the force to work clearing the track the superintendent rode down to Jiminez on a hand

car. To his surprise he found the waiting room of the station fitted up as a living apartment and it was being occupied by a Mexican and his family.

"Welcome, Señor, to my casa," said the courteous Don as he bowed to the division superintendent.

"Your home, the devil!" the railroad official replied. "What are you doing with this mess in here, and where is Elkson?"

"Señor Elkson has left and I have bought his business," the Mexican replied.

"Oho! So that accounts for the trouble we have been having," answered the division superintendent, half to himself, as the game which Elkson had played dawned upon him. Elkson made good his escape.

## A Yarn Of The Locomotive Driver.

**I** HE old engineer sat in the seat ahead of me. His traveling companion was a stranger.

"I suppose you have had your share of close shaves, along with other engineers?"

"I have, sir."

"Been in many smash-ups?"

"A full dozen, I guess."

"Any particular adventure that might be called wonderful?"

"Why, yes, I did have one, but I didn't think it any great shave myself; the boys, though, cracked it up as something extra."

"Let's hear about it," said the stranger.

"Well, one day, about a year ago, I was coming west with a fast express and was running to make up lost time. Down here about twenty miles two roads cross, as you will see, and there are a lot of switches and side tracks. I had just whistled for the crossing and put on the brakes when the coupling between the tender and the baggage car broke——"

"I see, I see," murmured the stranger.

"At the same moment something went wrong with old No. 68, and I could not shut off steam. She sprang away like a flash, and as she struck the ground again she landed in a meadow filled with stumps.

"She kept a straight course for about forty rods, smashing the stumps every sec-

ond, and then leaped a ditch, struck the rails of the B. & O. road, and after a wabble or two settled down and ran for five miles."

"Amazing! Amazing!" said the stranger.

"Then at a crossing she left the rails, entered a cornfield, and, bearing to the right, ploughed her way across the country until she came to our own road again. She had a long jump to make over a marsh, but she made it, struck the rails, and away she went."

"You—don't—say—so!"

"I was now behind my train, and after a run of two miles I got control of the engine, ran up and coupled to the Pullman car and went into the next station, pushing the train ahead of me!"

"Great Scott! and was no one hurt?"

"Not a soul, and not a thing broken. The superintendent played a mean trick on me, though."

"How?" asked the stranger.

"Why, the farmer who owned the meadow paid the company eighteen dollars for the stumps I had knocked out for him, while the cornfield man charged nine dollars for damages. The superintendent pocketed the balance."

"The scoundrel! And how much are you paid a month?"

"Hundred and forty dollars."

"That's for running on the road?"

"Yes."

"And nothing for lying?"

"Not a cent."

"That's an outrage. The superintendent

is an old friend of mine, and I'll see that you get the nine dollars on the stumpage and a salary of three hundred a month as long as you live. It is such men as you who make a line popular."—*Selected.*

## The Baby's Victory.

BY HENRY L. SABIN.

**T**HE west-bound "Atlantic Express" was running toward Chicago—rattling over bridges, roaring through cuts and dashing contemptuously past the small, unimportant stations. The afternoon was drab and dreary, the landscape traversed by the road never had great claims to attractiveness, and today the absence of contrasting light and shade completely stripped it of its even mediocre interest. A drizzly fog had settled upon the world, cloaking with gray the fields and woods and buildings and brushing the car windows with a provoking mist.

With one exception the passengers were dull and disgruntled. Nothing was to be seen outside, and little inside. Even the train boy had subsided into gloomy despair, recognizing the futility of trying to dispose of his wares to such an unresponsive company.

The only trace of animation in evidence adown the aisle of the whole train was found in the coach behind the smoker. Here a baby lustily protested against goodness knows what, and here a group of sympathizing kin endeavored to comfort him. Certainly he could not rightly complain of neglect. He was being regaled with attentions the most solicitous, and especially from his custodian—a girl of fifteen, who patted him and danced him and tempted him with an endless variety of distractions. But her wiles were in vain. He refused to be turned aside from the shrill recital of his woes, real or imaginary.

Occupying a double seat opposite, Horace Kilroy, general superintendent of the western division of the road, fumed and remon-

strated under his breath. He repented having come into one of the ordinary coaches, but, on the other hand, how otherwise was he to pursue his pet method of keeping posted on all the workings of his department? He argued that unless he sometimes doffed his official privilege of private car and pass, and rode on a ticket, like everybody else, he could not gain the complete knowledge which he was after. He was thus brought into close contact with patrons and employes, and if he was enabled to remain incognito so much the better.

In truth, the indulgences of his hobby had its disadvantages also, and was now putting the finishing polish on what he considered to be the most disagreeable trip he ever had taken over his line. But he was determined to stick it out. He had encountered a number of offending matters in both management and manners, and he was headed homeward with his notebook full of memoranda which boded ill for his subalterns.

In the Chicago office the force of clerks was waiting in fear and trembling the arrival of the executive. From a single curt, decisive message addressed to the chief clerk all apprehended that trouble was in store for somebody. Whenever the general superintendent came back cross and nervous his immediate subjects paid the penalty for being present.

Superintendent Kilroy gazed on the baby as on an intolerable nuisance. He made a resolve that he would propose to the management of the system the introduction, as an experiment, of a special coach, noise-proof, for the conveyance of babies

and party. No doubt the traveling public would hail this as a blessed innovation.

Perhaps he would favor the prohibiting the carrying of children without an adult escort. Here was a case in point across the aisle. Reclining half at length in his corner, from beneath his hat tipped over his eyes he wrathfully scrutinized the "case." Five children unattended—one a baby, and the eldest one a mere chit—outrageous. Had a mother or other mature person been with them of course that baby would not be acting so; it would be quiet somehow. The superintendent possessed vague ideas concerning babies, he being a bachelor.

The little family obtruded itself upon the superintendent's observation rather more than he desired. He could shut it out from neither sight nor hearing. The fact was very irritating. He was of the opinion that at least two of the children badly needed washing. Yet conscientiously he could not blame the busy young body in charge.

She herself was disheveled, but was doing her best. She had a worried, motherly way about her that was quite at variance with the two slender flaxen braids hanging down her back. Her face was round and pink, and her eyes were a clear gray-blue. She wore a plain, sober-colored frock, with none of those pretty ribbons and dainty tucks so dear to the heart of any girl. However, she bore an air of neatness, as much neatness as was compatible with the intimate supervision of four active juniors—a miss of eight, a miss of six, a rogue of three, and a regular rascal assuredly, no more than ten months. With these to right and to left and in front, and a huge telescope bag threatening her from the rack above—ah, what a plight, even were not the baby crying incessantly?

Imbued with the firm conviction that not only infants, but all children, should be restricted to that car which he had in project, finally the superintendent desperately appealed to what few winks he simply must have despite the undiminished shrieks. He had just succeeded in skirting the threshold of Nod when a light touch on his hand lying on the cushioned seat disturbed him again. He opened his eyes and saw one of

the smaller of his neighbors standing at his knee, and looking with awe at his kid gloves. He impatiently drew in his hand (the boy's hands were sticky), and his visitor retreated, alarmed.

"Ah! Ah! A-a-a-ah!" the baby was shouting.

The superintendent, now wide awake, knew that sleep would not approach him again with these conditions prevailing. He had lost his opportunity, and he grumbled and kicked his feet with impotent wrath.

Although one after another of her band, with the exception of the infant, was constantly at the ice water tank, and each time brought back, as in duty bound, the tin cup for her use, it was a question whether the head of the flock derived much benefit from these efforts. The passage of the cup was hazardous with so many lurches and other disastrous experiences! Besides, she divided with the baby. At last she could no longer resist thirst aggravated from time to time by a few drops, and she ventured an expedition on her own account.

Ostensibly the baby was left in the care of the three remaining children, but in reality, owing to the fact that this trio at once shyly followed the leader up the aisle, he was abandoned to his fate. Promptly he rolled off the seat, into the aisle, and almost under the dismayed superintendent. There was nothing else to do—the superintendent stooped and gingerly rescued him. The baby's cries had been interrupted by the accident, and they did not now recommence. He stared blankly at his preserver. Each was afraid of the other.

The state of mental apprehension was relieved by the flurried reappearance of the youthful nurse. With a flushed countenance she hastened to lighten the superintendent of the burden lying so awkwardly in his arms. To her overtures the baby responded with an energetic scream of objection.

"Sh-sh-sh!" said the girl. "Come, now."

"It seems to prefer me, doesn't it?" huskily admitted the superintendent, set back by the change of programme. The baby, clinging to him with astonishing strength, was quiet once more.

"Yes, sir," replied the girl, with embarrassed shyness.

"Perhaps I'd better keep it awhile, if that will stop its crying. Maybe it will go to sleep," he suggested, seizing on a possible reprieve for himself and his suffering neighbor.

"I don't know, sir," answered the girl, doubtfully.

"Well, we'll see," he continued looking down at the small being on his lap. "Am I holding it right?"

"Yes, sir; he doesn't mind having his legs twisted a little," assured the girl. "When he goes to sleep you can lay him down. But I think I ought to take him."

"No, indeed," interposed the superintendent, in memory hearing those appalling sounds renewed.

He sat there stiffly, bolt upright, not daring to move, the baby clasped in his arms, and he felt very silly. This was the first baby that he ever had handled, and he was over forty. On his part the baby was peering up with all his might, but his eyes were becoming drowsy.

"You can sit here if you like, where you can watch," said the superintendent to the girl, indicating the seat facing him. "You don't mind riding backward?" he added, politely.

"Oh, no, sir," she declared; and she slipped in. The other three children, who had formed a wondering audience, crowded and clamored after her.

"Where are you going?" inquired the superintendent.

"Fargo, in Dakota," she replied, her manner not yet free from timidity.

"We've lost all our money," vouchsafed Miss Eight-year-old, frankly.

"That's too bad! How did it happen?" asked the superintendent.

"I don't know, sir," said the older girl. "Only after we got on this train I found I didn't have any more."

"And what will you do?" pursued the superintendent.

"Our tickets take us to Chicago, and when we get there I'll telegraph papa," she returned proudly.

"And where's papa?" peristed the superintendent.

"Why, he's in Dakota, on a farm, and he's to meet us in Fargo."

"But I'm afraid you can't telegraph to Fargo without money to pay for the message; and, besides, how is he to know there's a telegram for him?" excepted the superintendent.

"Oh!" exclaimed the girl, puzzled for a moment, but nevertheless undaunted.

"Papa'll send us money," trustfully affirmed Miss Eight-year-old, squirming against the superintendent's knees.

"Be careful, Hilda, you'll wake baby!" admonished the girl. "I guess you can lay him down now, sir, if you do it gently. He's asleep, I think."

The superintendent cautiously obeyed the recommendation. The operation was conducted to a successful completion and the thoroughly subdued infant slumbered peacefully on the crimson cushion. Mr. Kilroy was more at ease immediately. Nevertheless, with a baby on the same seat, a child at his knee, two others wriggling at the window at his elbow, and a girl, who really was only a child, as his vis-a-vis, his position continued to be most extraordinary—for him. And yet, strange to say, he found that his ill-humor was fast vanishing.

"So this is Hilda?" he asked, "Then what is your name?"

"Louise—Louise Swansson. And that is Gusta, and that is John, and the baby is Peter."

"Mamma's dead," announced Hilda, in a matter-of-fact way.

"Yes," explained Louise, with growing assurance in her new acquaintance. "We lived in Byport, Pennsylvania, and papa went out to Dakota over a year ago, and when mamma died he sent for us to come to him; he was counting on having us all as soon as he got settled." Louise's eyes filled with tears.

"Well, well, that's a long journey—and just you in charge!" ejaculated the superintendent.

"Say—I like you!" stated Hilda, candidly thrusting her hand into his.

This frank avowal rather startled the superintendent, who was not used to such overtures. "Thank you," he answered reservedly, not wishing to court further ad-

vances from the susceptible but grimy young lady.

Futile was his dodging. In an instant, without warning came an attack from another quarter. Master John it was who unceremoniously plumped down upon his lap and affectionately embraced him.

"Oh, Johnnie, don't!" pleaded Louise, horrified at the audacity.

"Never mind; let him stay," spoke the superintendent, bravely.

Johnnie stayed to be joined within a moment by Gusta, equally as ambitious.

Said the grinning brakeman, who long ago had recognized the official, but had pretended ignorance, to the conductor, who also was in the secret, "Look at the 'old man' will you! Regular happy family, isn't he! Somebody ought to take a photograph of him!"

Could the superintendent's many friends and associates, business and social, have seen him thus engaged when the train pulled into Chicago they would have gazed agape, thunderstruck, nearly incredulous. And the sight of this same superintendent conveying those children into the station would have clapped the climax!

"You're to stay here, remember, until five o'clock," he instructed, when Louise and her youngsters and bag and all had been safely ensconced upon a seat in the waiting-room. "One of the men in red caps will tell you when your train is ready—and I'll see to it that they take you to Fargo."

"Do you own all the railroads?" asked Hilda, admiringly.

"Not quite, Hilda," he replied. "Good-bye!"

On his way to the door he beckoned to a station attendant. "George," he directed, "you see those children over there—four and a baby. Look after them, will you please? They're friends of mine—going to Fargo, and I'll depend on you to put them aboard the five o'clock L. & D. And, George," handing him a dollar, "you might get some sandwiches and oranges and other truck. They've lost their money. Children always want to eat, I believe."

"Yes, sir; I'll look after them, Mr. Kilroy, sure," asserted the man.

With this the superintendent hurried to the curb, sprang into a cab, and was whirled off to his office.

All the day the atmosphere throughout his suite had been depressing, for it was suspected that he was returning in a temper which meant a general and brusque upheaval. No clerk, however, humble, but feared that the first victim of displeasure might be himself. The superintendent's heel's striking sharply along the floor of the corridor were heard in the outer office, and by that subtle species of wireless telegraphy termed "intuition" the word was passed from desk to desk, "The 'old man' is coming!"

He opened the door—and he was whistling! Actually whistling! As he strode through his own private apartment he whistled on! The clerks glanced at one another in relieved surprise. A smile showed here and there, and it seemed as if the sun were shining again. Hardly had Mr. Kilroy entered his sanctum ere he rang his bell imperatively.

"Send in Johnson" he ordered.

Johnson, not entirely devoid of foreboding, obeyed the summons.

"I want you to make out an application—in the usual way—to the L. & D. for transportation to Fargo—charge to my account—for Louise Swansson and family. S-w-a-n-s-s-o-n—got it? All right. Go over with it yourself and wait for the pass, and take it down to the station and give it to Miss Swansson. She's in the ladies' waiting-room with three children and a baby. She's to go out on the five-o'clock. A girl of fifteen, three other children and a baby—you can't help find them. The chances are you'll hear the baby before you reach the station."

The bewildered clerk had sense enough left to smile at the concluding sarcasm of his superior.

"Yes, sir; I'll go at once, sir," he stammered.

"And—here. Johnson—you might give the young lady this. Tell her it's for the baby."

"I—I hope you had a pleasant trip, Mr. Kilroy," he hazarded, boldly, as a test to

know the worst—if there was a worst. Perhaps the superintendent's urbanity was only surface deep.

"Oh—quite pleasant; in fact, unusually pleasant, thank you," averred the superintendent unconcernedly. "Things are in good shape. Now don't fail to get the transportation to the station. Go right away."

As the clerk made his exit, with him through the open door drifted the welcome sound of Superintendent Kilroy's whistle—cheery, satisfied and reassuring.—*Woman's Home Companion*.

## When The Stars Grow Cold.

BY CHARLES W. STEVENSON.



AT LAST the computation was made. The Professor sank back in his arm-chair, happy, tired. Around him, in the soft glow of a student's lamp, shone, the implements of his calling. A great globe stood nearby, an exact reproduction on a raised surface of the earth. On the table at which he sat a miniature of the solar system revealed the motion of the planets. On the walls hung photographs of nebulae, the starry fire-dust of future worlds. Maps of the constellations added strange figures to the view, the imaginary denizens of the vaulted deep. For the Professor was an astronomer, and although the great telescope with which he nightly scanned the stars was many paces distant at the observatory of the college, he loved to bring the heavens to his home in symbol and picture.

On this night he had worked late. And as he sank back and rested his head on the soft lining of the great chair, the light silvered his flowing locks and tinted his ruddy face, and, though old, gave him the appearance of good health and fine mental vigor. He sighed now to think that he had completed a step more in the great investigation of the star Aldebaran. It was happy work. He loved to think that he himself could navigate this charted field of the skies with as much freedom and certainty as any other man in the world. Sixty years had gone, and he felt himself yet young. Ah, yes, in the mystery of space he was but the ephemera of an hour. The seconds were as ages when he nightly contemplated the majesty unrolled to his yearning and apprecia-

tive eye. And now in the glow of the fire-place, in the lateness of the night, he smiled. Another step completed!

A sigh it was for the loss of that which needed no other investigation. A smile it was for the pleasure of knowing one more secret of the universe. And a wrapt content that he could explore these visible manifestations of the infinite God.

Was he weary on this night? Something gave his mind a sudden turn. Perhaps he was very tired, for his mind swung from the vastness of the infinity about him to the face of a fair-haired child in the days of the long ago. He breathed softly in the silence of the room, and the fire sank to glowing coals, and he did not move. The face of the child, his little daughter, who had gone away thirty years before, came before him. He reached out his hand to take hers; and lo, though the stars in their courses were calling to him, this little hand held him, and he drew the child to his side and stroked her hair and face. Then a wave of passion swept over him—a wave of love—and he felt his heart grow heavy for all the joy of his knowledge. And as he became conscious of this sorrow, which struck to his heart like a chill of the night without, he heard her voice, and the old content came back and the old smile hovered on his benign features.

"Papa," said the little one, "I have come to love you. You are tired and lonely tonight, and I have come to drive away these thoughts of worlds and suns. You must hold my hand and we will talk of mother."

The Professor pressed the tiny hand and

bent to kiss the piquant face, and a tear fell upon his cheek.

"But in all these years, Mabel, you have not found her. Wandering from world to world, and heaven to heaven, you have not found her. Space holds her not. But somewhere she who so forgot us both must expiate her sin."

"Yes, I have searched the heavens for her and she is not there." But do you know that I may be unable to find her because we do not love her enough. Love leads us always, dear father. When all have laid off the flesh, as I have, and become one of the spirits, who know not time, then love alone can lead us. If you were to forgive her tonight, dearest, we might fly to her, who can tell! Will you not forgive and forget the wrong? She is my own mother, for all she failed to love you as she should, and went back to her old home feeling that you had estranged her. It was all because of this work of yours. Let it be tonight all forgotten and forgiven, for she was as true to you, my father, as the angels are to God."

The professor did not think it strange that a little child of ten should talk to him thus with the wisdom of a sage. He did not think that she had passed out of his sight at this age into the beyond.

It was as if she had come in from her sleeping to grasp his hand and talk in the night. In her simple, pure face he saw the sweetest love of all his long life, and he forgot that it was but a memory that he treasured. It was all real. He grasped the hand, he heard the voice, and yet he knew that the child was a spirit from another world.

And now when, after so many years, she was come out of that mysterious silence which had fallen upon her, come in her own childish beauty and perfectness to plead for the estranged mother, it melted his heart and he wept silently above the hand that lingered in his. Oh, what was all else, compared to this love of wife and child? Of course he would forgive!

"Child, child, in my heart of hearts, it has all been forgiven long ago. If you could lead me to her because of my love, oh, my precious one, we should find her this night."

Softly the professor felt himself borne

away from the world in which all his labors had been expended. The observatory seemed to fade as if he had but a glimpse of the huge dome in passing. And ere he was aware of what was happening, he felt that unmistakable damp of the darkness, which comes from great heights, and he knew that he was flying through space with inconceivable rapidity. And now a voice he recognized as that of the child said:

"Be not afraid. We shall find her now, my father, if in the material universe her soul has habitation. For it is given to those who love to explore these stellar depths and search all worlds, and to find those who are gone before. And behold we pass now from the solar system out into the fields of the Infinite."

Silently, swiftly, they sped through billowy darkness lighted alone by a figure which preceded them, flying with untiring wings through immeasurable heights. The angel guide spoke no word, and ever kept a place in advance, while the parent and daughter following, the professor knew not how, were lifted and drawn after with unceasing motion. Now in the alternate light and dark they sped on their quest, and sun after sun blazed and fell into nothingness behind them. Often, as they rose with dizzying flight, they heard a music so ineffable that their souls melted into sadness and awe, for they knew that the music even of the spheres brought them not to the love of their lives. The professor found himself speculating upon the size and beauty of the familiar stars he had so long sighted through the telescope. And often, as they passed some bright world, the angel guide faltered a moment in flight, that they might near the orb and look upon those who dwelt upon it. And yet never, amid the mystic worlds they thus encountered, did they once glimpse the face that was dearer to them than the universe of God, the face of the wife and mother. Still the flight continued. From rushing darkness to darkness they soared and sped. From lighted universe, that hung precipitous upon the edges of farthest space, to lighted universe that dawned from yet farther confines, they passed noiselessly, and with the quickness of a thought.



Sometimes, when they hesitated, poised a moment over some happy star, they saw, moving musically as the sounding of a lute, the hosts of the redeemed, who inhabited the worlds yet to come upon the vision of earthbound man. And as they did so the professor felt his soul glow with pride, for it was by his studies that the first idea of these inhabited zones had come to the mind of man. He alone could give to the imagination its wings. He alone could show, through his proof of the constitution of the heavenly bodies, the majesty of that God of All, the hem of whose garment only the most devout has yet touched in the depth of his simplicity. Thus, universe after universe rose, like the faint dawn upon the sea, rose and changed, until out of the center of its light a sun or system flamed, and then behind them set, like the fading of a sunset upon the plains of earth. And still the flight continued, and the child spoke reassuringly:

"Be not afraid, my father, the angel who precedes us is the angel of love and we shall not be led astray. There are yet infinities of which you have not dreamed, the journey has but begun."

And the father trembled, but could not find it in his heart to wish the voyage should be turned backward to the realms from which they came.

The intervals of darkness grew longer. The flaming of circling stars grew more dim as they passed from universe to universe. And, at last, they began to feel the rushing of invisible orbs as they rose in increasing spirals to vaster heights. It was now they became conscious that the darkness was filled with dead and dying worlds. Ever and anon, as they pursued their unceasing flight, the distances before and behind seemed to crackle and roar with thunder that shook the distant nebulae, that, swaying and eddying in their undying motion, receded before them. Ever and anon they saw, plunging sheer down into unplumbed abysses below, the worlds that were burned out, like the coal that dies and falls from the grate of home. Still they went on, and the light of the wings of the angel of love was often the only light that disclosed their way through distances that

were unspeakable, and over worlds and systems that were endless as sublime. But they stayed not, and the heart of the professor grew sick at the vastness of that which he had thought so close to the knowledge which was his boast and pride.

"Courage," whispered the child; "we shall find her."

But now as they pursued their way, the angel guide lifted a trumpet toward the celestial spaces above, and through the crash of dying worlds and the diapason of wheeling systems the man heard a voice saying:

"Behold, I am the angel of love, who leads the way. When the stars grow cold still shall I remain poised above the wreck of worlds. For the heavens shall be rolled up like a scroll. The first shall be last, and the last first. The child and the father shall be as one in the sight of God. And there shall be none to mourn, for the spirit endureth forever and forever. Boast not, all ye who have believed in the science that grasped at the material. The worlds about us are dying and dead. But I endure! And those who follow me shall live, after the suns have ceased to shine and the stars are no more."

And then, onward they went, forever flying through these dumb distances, forever sweeping close to celestial homes, forever living in awe of the majesty about them, but never finding the face of the loved one, never hearing the cry of the soul that was more than living worlds and blazing systems.

The father's heart grew sick. The mind of the professor staggered under its load. But the child, following with patience that wearied not, smiled with joy.

"Take me back," cried the astronomer. "Take me back; we shall not find her. The way is too long. We shall perish ere we meet her, for she must live in that heaven of heavens, where the good who have suffered and died for their love have their home. Take me back!"

And then it seemed that for a moment they stood poised in flight; and then, softly, without moving of pinion, sank through infinite depths without sun or star.

Once more the professor sat in his study chair; once more, with that curious feeling

that the unreal was real, he grasped the hand of his little girl.

"We have not found her, Mabel, my child, my love," he murmured; "in all the confines of the infinite about us we have not found her. For my heart is purged of its censure. I would bow my head to kiss her feet, my child. And you must be to me all that she could wish. For you are our child. And she whom I have ever loved save for my stubborn pride is your mother. Say that you forgive me, Mabel."

"Listen, rather, dear; we have not found her in those cold realms where the mind alone roams. We have not found her where these material worlds flame and fade in never-ending progression. She is not there. What would my mother be doing there when all she loves is here? Let us be sure that the angel of love could guide us to her were we but to ask in that lowly spirit

which appeals to her. Yes, I forgive you. I have searched the sterile wastes of star-worlds and found her not. But she will yet come to us. Let us but ask this angel of love, who endures forever, to guide us. Oh, my father, have you not learned what it is to believe and trust? What we know can never give us what the soul desires. Let us not forget that the heart alone can give us joy."

And even as the child spoke the room became filled with a new radiance, and they looked in the face of the angel of love that had led them, and behold, it was the face of the mother and wife.

Slowly the professor rose from his chair. Was it a dream? Or had his waking mind probed the depth of a soul's mystery? He did not know. But on his face a sweet smile shone. And he was happier than he had ever been.—*St. Louis Globe-Democrat.*

## The Russian Cigarettes.

**T**HE visit of Prince Sergius Men-delejeff to these shores is still a matter of recent history; to most people but a proof of the safety enjoyed by all nations, without discrimination, under the shadow of the British flag; to myself and a few others an anxious nightmare in which we prevented as if by a miracle the attacks of the nihilists on the august person of his imperial highness.

On the afternoon of April 25 I sat in my chambers putting the final touches to a draft of the route which was to be taken by the royal visitor. The prince was to arrive at Portsmouth in his yacht in the early morning of the 26th, to land incognito, and to entrain at once in the "special" that would be awaiting to convey him to London. On the journey the train was to halt at Grayford, a small rural station, for an hour, while the prince breakfasted in the open air, this being his usual custom while traveling in Russia. He was then to proceed to Waterloo, being met there by several members of the English royal family.

Such was the program arranged by the foreign office, and I was the official intrusted with the supervision of the arrangements and held responsible for Prince Sergius' safety, a post that promised to be little of a sinecure.

I had finished annotating the draft, and was stretching out my hand for a cigarette, when the page entered and said that a lady was waiting below and insisted on seeing me.

In my capacity of chief in the secret service I have many unconventional visitors, but on this occasion I felt some annoyance, for I was very busy.

"Can't she call again?" I began, when the lady herself appeared in the doorway and dissipated the text of my remonstrance.

She was a stylish, well-dressed girl of 19, with clustering curls of dark brown hair peeping out from beneath her picture hat, and radiant violet eyes, which looked pleadingly towards me.

My chagrin vanished with the pathetic little smile on her face, and I found myself

shutting the door and placing a chair for the fair stranger.

She sat down and played nervously with her gold muff-chain while mustering up courage to speak. "You will forgive me for interrupting you, sir, when I tell you that my errand is very closely connected with the safety of his imperial highness, Prince Sergius Mendelejeff," she said, after a few minutes had elapsed.

It is part of my profession not to betray surprise at anything. I, therefore, remained outwardly calm before my desk and nodded my head.

"Indeed," I remarked.

"My name is Muriel Clough—you know Capt. Clough, I suppose?" she continued.

"The officer who has been appointed to the prince's suite during his visit to England?"

I signified my assent.

"He is my step-brother. It is for his sake that I have come here today—for his sake and that of the family honor. I know nothing definite, you understand, but I fear the danger all the more for its obscurity.

"He has fallen under the spell of Princess Olga Skobensky, a nihilist refugee in London, who is as beautiful as she is cruel and unscrupulous. My brother is merely wax in her hands, and from certain hints that he has let fall I feel convinced that she is urging him to attempt, or, at all events, connive at, the murder of Prince Sergius during his visit to England, a crime for which his appointment offers such fatal facilities. Oh, sir—"

She rose from her chair and stretched out her hands appealingly.

"I beseech you to frustrate the princess' schemes, and to save Rupert from the consequences of his fatal fascination."

"You may rest assured that I shall do my best, Miss Clough, both for the prince's sake and your own," I replied. "It would be dangerous to have your brother removed from the position to which he was gazetted last night. Such a step would probably precipitate some horrible outrage on the part of the nihilists. I think I may promise though, without boasting, that Capt. Clough will have little opportunity for injuring his

imperial highness with the circumspect watch that the detectives and I will keep over him."

"Thank you, thank you, a thousand times," she said, gracefully. "That is just what I wanted."

"The obligation is on our side," I answered, smiling, as I ushered her to the door.

I stood watching her drive off in her smart little victoria, and then began to laugh at myself for the sentimental day-dreams that were weaving in my matter-of-fact brain.

But the laugh died out on my lips as I considered the serious news that Miss Clough had brought me. Her impressions of princess Olga Skobensky closely tallied with my own experience, as I knew that for years the princess had been the terror and bugbear of the Russian police.

I knew the princess in society, and a sudden idea came into my mind that I would call on her and see as much as possible how the land lay.

I found her in her blue and silver boudoir smoking Russian cigarettes. She was surprised, and I fancied for a moment alarmed, at my entrance.

"This is an unexpected pleasure, Sir George," she said, smiling; "you have not been to see me for ages."

"Business, my dear princess, business," I responded, taking the cup of coffee that she had poured out for me. "I am worked to death on account of your compatriot's visit. I only hope that you nihilists will refrain from troubling the poor chap while he is over here."

The princess arched her dark eyebrows in well-affected surprise.

"Nihilists!" she repeated. "Oh, I am only nihilist so far as it furnishes a fashionable excuse for my living in England. You know quite well that I would not be the means of harming a prince of my own nation."

I thought this pretty grand of a woman who had stabbed with her own hand the chief of the Ninth Section in her palace at St. Petersburg. However, I only smiled and took out my cigarette case.

"Won't you try some of these? I got

them from Moscow this morning," interrupted the princess, handing me her own case.

I took a gold-tipped cigarette and lighted it. It proved a delicious smoke.

"You like them?" said she, watching me intently.

"They are fit for the gods, princess."

"Give me your case and I will fill it for you."

I handed over my silver case and submitted myself to her generosity.

"Where is your gold case?" she asked, when the other was filled. "The one you keep for grand occasions."

"No, no, princess, you have been quite liberal enough," I replied.

"Not at all," she said. "You may have the chance of presenting it to the prince, and I am sure he would appreciate these cigarettes."

And while I drank some more coffee she filled the gold case also. We chatted on indifferent topics for some time and then I took my leave, having just said enough to Princess Olga to show that I was on my guard against her.

After leaving Princess Olga's house I had just time for dinner and to take a hansom to Waterloo. Here I joined the company who were to proceed by special train to meet Prince Sergius. They included the Russian ambassador, with several of his attaches, fifteen detectives and officials of the secret service, and several English officers, among whom was Capt. Rupert Clough.

During our journey down I took an opportunity of rallying Clough on his evidently low spirits.

"My word, Fraser," he replied, bitterly, "I have enough to make me miserable. I see no alternative between crime and dishonor and blowing my brains out. The latter appears the more enviable course to pursue."

He gave a hollow laugh and stared moodily out of the window of the saloon.

"Come, come," I said, "don't let yourself get into this morbid state of mind. If you tell me your troubles perhaps I can see a way out of them."

But he only shook his head, so I smoked

on in silence until our arrival at Portsmouth.

Prince Sergius Mendeleeff landed at the pier at 6:30 on the following morning, where we were waiting to receive him.

His imperial highness is of middle height, dark complexioned, with clear, well-cut features, and a heavy black beard and mustache. On this occasion he wore a blue undress uniform, and seemed much pleased with his informal reception. I was included in the presentations that were made to him, and had the honor of leading the way to the "special," which began to move from the platform as soon as the last of the party had entered the train. The railway arrangements were perfectly carried out, and we reached our one stopping place without a hitch. Grayford is very picturesque; the little platform, with its wooden shed, is one of the most unassuming of rural stations, and the stolid villagers betrayed no inquisitive interest in the arrival of the royal train. Lord Selven's park is just opposite the railway station; here, under the spreading oak trees, his lordship's servants had prepared a sumptuous breakfast for the prince and company, to which we all did justice, with appetites whetted by the fresh morning air.

When the prince had finished eating the company rose and, dispersing into groups, strolled about on the green sward, chatting gayly.

I was speaking to Capt. Clough when Prince Sergius, accompanied by the Russian ambassador, approached us. "Talk without smoke, gentlemen, is like a service without music—unsatisfactory," he remarked. "Will you have a cigarette?"

He opened his case to hand it to me, and then burst out laughing. It was empty.

"I could have sworn Paul filled it for me this morning; however, I must be am-stemious for a little," he said.

Immediately the ambassador and I presented our cases.

His imperial highness chose a cigarette from each. "I will smoke the ambassador's first, and then yours, Sir George;" and nodding his thanks he sauntered off with his companion.

"Have a cigarette, and act up to the

prince's maxim," said Clough. I helped myself from his case, and reciprocated by giving him one from the gold case that Princess Olga had filled for me.

We walked along in silence for a few minutes, when Clough suddenly surprised me by saying: "I have noticed the careful watch that you and the detectives have kept on my movements ever since the prince landed, and have drawn my own conclusions as to what you know or guess. You need not be afraid of me, though, Fraser; I told Olga yesterday that I refused to be a party to assassination; she wanted me to offer cigarettes, containing a powerful explosive, to the prince."

Fortunately a small stream runs through Lord Selven's grounds. Without stopping to explain, I snatched the half-smoked cigarette from Clough's mouth and flung it into the water. Then I tore off to where I had left the prince, cursing my folly as I ran.

Until Clough's speech, the bare possibility of such an atrocious and cowardly method of assassination had never occurred to me. Now, I did not doubt that the cigarettes in my gold case (as was afterwards proved) either contained an explosive substance calculated to cause instant death to the smoker as soon as the burning ash touched it. Princess Olga's cunning in placing harmless cigarettes in my silver case, well knowing that I would smoke these first, had duped me completely, and her plot would have been only too successful if Capt. Clough had not been induced to confess to me the secret under which he labored.

I shall never forget that two minutes' race along the turf of Selven park. The life of Prince Sergius and the honor of Great Britain depended on my speed, while a sickening horror clutched at my heart

telling me that, perhaps, I was already too late; at that moment the prince might be lying dead under the oak trees, killed, unwittingly, by the hand of him who had been appointed his guardian and protector.

How that fiend of a woman must have chuckled when she made me the unconscious instrument of her wicked design.

These thoughts lent wings to my feet, and I arrived, panting and breathless, before his imperial highness just as he was putting a match to the paper tube of death.

"Stop, your highness, stop!" I cried, and, relieved at the prevention of the catastrophe, I stammered out an explanation of my seeming impertinence.

"You came just in time, Sir George," remarked Prince Sergius, patting me affectionately on the back as I concluded. "Another three minutes and I should have smoked Princess Olga's cigarette."

Both the Russian and the English secret service authorities maintain a discreet silence as to the whereabouts of the beautiful Olga Skobensky. I have heard of a story which tells of a nihilist princess being immured at Gronstadt, who was made every day to smoke from a box containing 99 ordinary cigarettes and one that she had placed, on a former occasion, in my gold case. A day came on which she chose this particular cigarette, and the memory of the chief of the Ninth section was avenged. Instead of being blamed for my imprudence I was rewarded far beyond my deserts. Prince Sergius gave me the Order of St. Andrew and Capt. Clough a greater gift still.

For his sister Muriel, after thanking me for rescuing her brother, consented to be my wife. Need I say more to tell you of my happiness?—*Tit-Bits*.



## Pete's Bride.

**R**OSALIND stood laughing and chatting with an old schoolmate she had run across in the waiting room, while her husband was seeing about their baggage. Presently, a little old lady came in and sat down near them. Her small, faded face wore a slight flush, and every now and then a fleeting smile would break across it. The dress she wore was rusty but neat, and the occasional furtive glance she bestowed upon it was a bit apprehensive, though her eyes were sparkling with anticipation.

"Dear me, I—I believe I've lost it!" She started and looked about her in a half-frightened way.

As her friend was just then boarding the train, Rosalind turned to the old lady with a quick smile. "Can I help you in any way?" she asked.

"I don't know," she said, flushing and trembling with sudden awkwardness, "if you've got one of those—time tables I think it is"—

"Certainly I have. Which road?"

The little woman flushed again, more deeply. "I couldn't tell you to save my life," she replied, an anxious look springing to her eyes. There was a wistful, half-appealing expression upon her face as she went on, gazing timidly at the richly dressed young woman before her: "Maybe, though, you could tell me. I guess you've been about a good bit. I'm such a stay-at-home myself"—

"Were you going somewhere? Expecting some one?" Rosalind interposed, kindly.

"My son and his wife are coming," she answered with a touch of pride. "They were married last week in New York. They don't expect me here," she went on. "We live a good piece out. But I just thought I'd give 'em a little surprise."

Rosalind opened her satchel, and selecting a time table, ran her eyes rapidly through the schedule list. "The next train from New York," she said, "is due in about a half-hour. There is one at 3 o'clock, one at 5:30, and another at 9 tonight."

"But he said he'd be here this morning," she said, paling a little.

"Then probably that 10:20 train is the one. I don't think you need worry about it."

"Thank you." The little old lady smiled again, in sudden relief. "I don't go about much you see," she explained, "and when I do, I'm apt to get a bit muddled." She cast an apologetic look into the young woman's fresh, animated face, wondering inwardly at the beauty of the furs that enveloped her slender, graceful neck. Then she looked down at her own serge with the flimsy, flapping capes and her lips twitched. For the instant, a spasm of nervousness possessed her. What if, after all, Pete's bride should—object to her?

Rosalind stood for a moment longer, then took a seat beside the little old lady. "May I sit here?" she asked. "I want you to tell me about them—your son and his bride. I should awfully love to hear," she rippled on, a pretty flowering of roses in her cheeks. "You see—I am a bride myself." Her inflection softened on the last sentence.

The genuineness of her manner drew the little woman's eyes to her in a gleam of gratitude. She lifted them flutteringly from the hard, ungloved hands in her lap and let them rest for a moment on Rosalind's face. "There's not much I can tell you," she began in her thin, gentle voice, "except that Pete's all I've got in the world; Pete and his wife, it is—now," she corrected herself quickly. "His father died when he was a baby"—she paused to brush away an involuntary tear. "Since then it's been a struggle for both of us—the boy and me. But by pinching and scrimping here and there, I've managed to put by enough to give him his law education. He's got a good one now, too, and with Pete's push, he'll be sure to make his mark."

"And his wife?" Rosalind leaned toward her suddenly, her breath coming in a rapid little fashion between her parted red lips, the color in her cheeks changing.

The other did not speak at once. She

smiled, but felt that, in some way, her smile was dull and awkward. Presently she said: "That's what's troubling me some. I reckon everything'll be all right. It's not likely Pete would love anybody that wasn't—well, good and sensible. But she's lived always in a city, with everything she wanted and all that, and"—she checked herself abruptly. "What do you think?" she asked, eagerly.

Rosalind laid one of her slim, daintily-gloved hands on the old lady's thin little arm. "I think," she said, kindly, "that everything will be all right, if she's a real gentlewoman, and if she really loves her husband."

"I'm glad to hear you say that," the other remarked with a little burst of feeling, "for she can't help loving my boy, I know, and" this with a new shade of dignity, slipping into her voice, "Pete wouldn't marry anybody but a true lady." Two points of color glowed for an instant in her faded cheeks as she finished speaking. "Only," she commenced again, after a pause, "I'm not so sure she'd be exactly contented in a little country town, with nothing livelier than sewing bees and things like that occasionally."

Rosalind laughed. "That ought to be just darling!" she exclaimed. "After a ceaseless round of cotillions and luncheons and bridge

parties—and things," she added, half to herself.

"Do you think so, sure enough?"

"I do, indeed."

Rosalind, looking thoughtfully at the little old lady, saw her eyes widen all at once, then contract and widen again, while the blood pulsed up to her withered cheeks.

"My boy!" She started up from her seat, tears glittering between her eyelids, and the next instant a stalwart form was holding the frail, shabby one close to his breast and kissing away the tears of joy.

Rosalind sat still for one breathless second; then she got up, too, and stood beside them, an exhilarant red spot burning in each cheek. Into her eyes had come a look of unutterable relief. Thank God, there had been no shrinking, no hesitation, no wavering!

"Am I not to come in for a tiny share?" she asked brightly, with the luminous smile that belonged to her.

The little old lady turned suddenly, all other expressions swallowed up in that of blank astonishment. "You Rosalind!" she cried, a great gladness breaking over her face, "and here we've been talking for the longest time, and neither of us dreaming"—

Rosalind interrupted her with a little rippling laugh. "I knew it all along," she said.

—*Nellie Cravey Gillmore.*



# TRAIN RULES AND KINDRED SUBJECTS

Send all inquiries to H. A. Dalby, Naugatuck, Conn.

## Rules For Movement By Train Orders. (Continued.)

(OLD) RULE 206.—Regular trains will be designated in train orders by their numbers, as "No. 10" or "2d No. 10," adding engine numbers if desired; extra trains by engine numbers, as "Extra 798," with the direction when necessary, as "East" or "West." Other numbers and time will be stated in figures only.

(NEW) RULE 206.—Regular trains will be designated in train orders by their numbers, as "No. 10" or "2d No. 10," adding engine numbers if desired. Extra trains will be designated by engine numbers, and the direction as "Extra 798 'East' or 'West.'" Other numbers and time will be stated in figures only.

The chief difference between the old and new rules of this number is that the new one requires the direction of extras to be mentioned in train orders while the old form calls for it only "when necessary." As it is the general custom to mention the direction of an extra it seems perfectly proper that the rule should require it in every case.

There is probably considerable variation on different roads in the requirements of this rule. Many roads provide that the number of the train be spelled out and duplicated in figures. The words, "First," "Second," etc., to designate sections, are sometimes required in place of figures, sometimes in addition to the figures and on some roads words are used without figures. The latter ruling was made on a

certain road as the result of an accident caused by the crew of a freight train mistaking "2d 6" for "No. 6" in a train order. This practice seems a very good one as it makes a marked difference between the appearance of the section number and the schedule number when only figures are used for the latter.

There is at least one large system where the conductor's name is given in connection with a train and this is in addition to engine numbers as prescribed by the Standard Code. Many years ago, when train dispatching was new, it was the common practice to identify trains, especially extras (often called "special," "irregular" or "wild"), by the use of the conductor's name, but the custom is now almost extinct. It did very well when roads were small and trains few, but on roads where traffic is heavy it is now entirely possible that some conductors are not known to others, especially as between passenger and freight men.

With regard to stating time in train orders, we believe the common practice is to write it in words and duplicate it in figures, although there is, perhaps, a growing sentiment in favor of the Standard Code method, i. e., figures only. For so important a matter, however, it seems wise to use both words and figures, with the possible exception of an order authorizing an extra with a time at each station. It is omitted, frequently, in orders of that kind for the reason that the times are in a



column and often on a printed form, so there is little, if any, chance for mistake.

In this connection it is proper to mention the care that should be taken in writing train orders. It is no place to make an exhibit of fancy writing (for which some operators seem to have a fondness) but, on the contrary, the first object should be to make every word perfectly plain. In earlier times there was a tendency to insert some characters, such as brackets or parentheses, on either side of figures, or to enclose them in circles. These are entirely wrong and are very liable to be misleading. Nothing should appear on an order that is not essential to convey its true meaning. Even punctuation should be used only when necessary to accomplish this object, and then very carefully to insure a perfect understanding of the order.

Operators should keep in mind the conditions under which orders are handled and read. They are written on thin paper, crushed in the hand and thrust into the pocket, scanned by a dim light, possibly amid rain or snow, and for these reasons they should be written with good carbon sheets and as plainly as they can be made.

(NEW) RULE 207.—To transmit a train order, the signal "31" or the signal "19" followed by the direction must be given to each office addressed, the number of copies being stated, if more or less than three—thus, "31 West copy 5," or "19 East copy 2."

The old form of this rule omits the words, "followed by the direction." The rule is for the guidance of dispatchers and operators, and the words just quoted are for the information of the operator as to the direction of the train for which the order is intended so that he may immediately set his train order signal accordingly.

On a road where only the 31 form is used, this rule would, of course, be modified to suit that condition. Both forms are now used, however, on the majority of systems.

(NEW) RULE 208 (A). A train order to be sent to two or more offices must be transmitted simultaneously to as many of them as practicable. The several addresses

must be in the order of superiority of trains, each office taking its proper address. When not sent simultaneously to all, the order must be sent first to the superior train.

(NEW) RULE 208 (B). A train order to be sent to two or more offices must be transmitted simultaneously to as many of them as practicable.

The several addresses must be in the order of superiority of trains and when practicable must include the operator at the meeting or waiting point, each office taking its proper address.

When not sent simultaneously to all, the order must be sent first to the superior train.

Copies of the order addressed to the operator at the meeting or waiting point must be delivered to all trains affected until all have arrived from one direction.

These rules are quoted from the new Code. The old rule of this number was the same as new Rule 208 (A).

The new Code furnishes these two forms as optional and either may be adopted as conditions may require. It will be seen that the second form suggests the use of the "middle order" in making meeting points or in requiring a superior train to wait until a certain time for another. The middle order is the copy sent to the operator at the station where the order is to be executed, as provided for in the second part of Rule 208 (B), and he is thereby directed to see that no mistake is made by either train in carrying out its provisions.

The idea of the middle order is not new. It came into existence with the first system of train dispatching and continued in use for many years. It was a vital part of those early systems which were founded on the old "single order" as distinguished from the modern "double order" or "duplicate order" system, which is described in the two rules now under consideration. As the duplicate order grew in favor and train order signals came into use it came to be considered that sufficient safeguards were thrown about the handling of train orders and the middle order gradually fell into disuse. Another factor that influenced the

change was the increase of traffic with a corresponding increase in the work of both the dispatcher and the operator who, in many cases, was the only person in charge of the station. These conditions made the middle order burdensome and for many years it was generally discarded. But continued increase in traffic has been the means of restoring it to favor, this time by the use of the 19 order. When this form of order had become established on some lines it was found that if the old middle order were put into commission that the 19 form could be safely used for both superior and inferior trains instead of only the inferior, as had been the previous practice. Continued increase of traffic has been responsible in the past few years for many distressing accidents, and it has been pointed out that in a large number of these cases the use of the middle order would have prevented the trouble. These conditions have resulted in favorable consideration for it, so much so that the new Standard Code provides a rule expressly authorizing the long discarded practice. While the rule calls for it only "when practicable" yet it is a significant fact that it appears in the Code now for the first time. Although the Standard Code never authorized it, it was retained for a time in some books of rules and may, indeed, still be in some. But as it was required only "when practicable," it was generally considered that there was no time when it was practicable. But we venture the assertion that the middle order is now and will be insisted upon more than it has been in a number of years before.

The last paragraph of Rule 208 (B) prescribes the way in which the middle order is to be handled by the operator at the meeting or waiting point. It states that he must deliver copies to all trains affected until all have arrived from one direction. This principle is correct, but it should be made more explicit. It should be understood that the train or trains should not only have arrived but that they are clear of the main track, if necessary, before the operator is permitted to file away the order he holds. The expected train or trains may have arrived at the station and yet

safety demands that the operator still display his signal and hold his middle order for delivery.

The rules do not prescribe whether the 19 or the 31 form shall be used, but as the order is merely an additional safeguard, having been sent to the trains concerned in the regular way at other stations, it is generally considered that the 19 form is sufficient for the middle order.

(NEW) RULE 209.—Operators receiving train orders must write them in manifold during transmission, and if they cannot at one writing make the requisite number of copies must trace others from one of the copies first made.

This rule is the same in both the old and new Codes, but the new contains the following: "Note to Rule 209.—If the typewriter is used for copying train orders, when additional copies are made, the order must be repeated from such copies to the train dispatcher and 'complete' given in the usual manner." This is worthy of notice for the reason that it is the first reference in the Standard Code to the possible use of the typewriter. It would seem to indicate that the machine has found favor in some quarters, notwithstanding the fact that many have discouraged its use.

(NEW) RULE 210.—When a "31" train order has been transmitted, operators must (unless otherwise directed) repeat it at once from the manifold copy in the succession in which the several offices have been addressed, and then write the time of repetition on the order. Each operator receiving the order should observe whether the others repeat correctly.

Those to whom the order is addressed, except enginemen, must then sign it, and the operator will send their signatures preceded by the number of the order to the ——. The response "complete," and the time, with the initials of the —, will then be given by the train dispatcher. Each operator receiving this response will then write on each copy the word "complete," the time, and his last name in full, and then deliver a copy to each person addressed, except enginemen. The copy for each engineman must be delivered to him personally by —.

**NOTE TO RULE 210.**—The blanks in the above rule may be filled by each road to suit its own requirements. On roads where the signature of the engineman is desired, the words "except enginemen," and the last sentence in the second paragraph may be omitted. If preferred, each person receiving an order may be required to read it aloud to the operator.

This is taken from the revised Code, but it is the same as the old form. Perhaps some one will notice a difference between this rule and the one under which he works. On some roads the operator is required to read the order to the conductor, who is required to read it to the engineman, or else the process is reversed, the conductor reading it to the operator and the engineman to the conductor. This practice was formerly quite general and in some places was strictly adhered to. It was found, however, that it did not always accomplish the desired result. Misunderstandings occurred by reason of the man to whom it was read depending too largely upon the reader and the latter sometimes made mistakes. Some officers came to the conclusion that it was better to require each man to read it for himself so as to get his own impression and if one should misread it the error would be discovered by the other. Doubtless these diverging views led the makers of the Standard Code to omit all mention of the matter (except in the note) and leave it to the road adopting the rule to supplement it with such a provision if they see fit. Another provision which is found on almost every road is that the conductor shall either read or show all orders to his brakemen and the engineman to his fireman, thus making them partially responsible for the safe movement of the train. When these things are required they are in the interest of the safety of the men as well as the property in their care and it would seem to be of the highest importance that whatever the rules may be that they be strictly observed. They are not burdensome and for one's own personal safety, if for nothing else, each man should make it a point to know the schedule or orders under which his train is running.

The last paragraph of this rule pre-

scribes for the delivery of the order to the engineman (provided he is not required to sign it) and the blank is usually filled by placing this duty upon the conductor. There is perhaps some temptation to disregard this rule at times, but we can only urge that it, like all other rules, be obeyed to the letter, even though it may be more convenient to send the order to the engineman by the brakeman or some other employe. When trouble occurs there is always a feeling of satisfaction for the man who is sure he has done just as the rules require and it is an unpleasant fact that many accidents have resulted from disregard of the safeguards prescribed by the rules.

1.—What are the requirements on your road under Rule 206 with regard to words and figures? 2.—How is time expressed in train orders? 3.—Are conductors' names used to further identify trains? How is time expressed in "schedule" train orders, by words and figures or only figures? 5.—Do you have a special form of train order blank for such orders with the names of stations printed on them? 6.—How does your Rule 208 compare with the Standard Code? Is it like (A) or (B)? 7.—Is the middle order used, and to what extent? 8.—If used is it on the 19 or 31 form? 9.—Do you receive any orders written with the typewriter? 10.—If so, are they always plain and satisfactory? 11.—What is the practice with regard to reading the order aloud? 12.—Do you think this is a good plan? 13.—How about brakemen and firemen being required to see and read all orders; is this the rule and practice? 14.—Do both conductor and engineman sign orders or only the conductor? 15.—If only the conductor, who delivers it to the engineman? 16.—Is this rule always strictly observed?

#### IS THIS ORDER SUPERSEDED?

We have received a letter in reference to Question 156, on page 321 of the April JOURNAL from which we quote:

"You say that if I hold an order to run extra from A to C and am stopped at B and given an order to run from B to A and return, that I can then use the original order to run from B to C. I claim that my first order is no good when you choose to

be strictly proper. You say it has not been superseded or annulled, but I think it has been superseded by another order of a higher number and that it is not proper for further movement from B to C."

While our opinion as expressed in answer to Question 156 remains the same, it is entirely possible that the rules of some particular road are in accord with the understanding of the writer of the letter. If the rules do not so determine, it may be that some officers may give instructions to that effect. Possibly it may throw some light on the subject to quote from Rule 97 of the Chicago and Northwestern Code, as follows:

"If a subsequent order be received to go to other parts of the road, the original order expires and must not be used again. In case orders should be given to a point outside of the working limits for water, fuel, or any other cause, and it be desired that the working order should not be cancelled, the subsequent order should state that the working order (giving proper number and reference) will remain valid."

This, of course, refers only to work extras, but it may be that the same principle is applied to ordinary extras.

But if such is the case we hold to the opinion that it is only a ruling and is not authorized by anything in the Standard Code. We do not agree with our correspondent when he says that the second order supersedes the first because it has a higher number. Supersedure is not determined by the numbers of the orders. Form P says that "this order will be given by adding to the prescribed form the words 'instead of.'" That is the only way one order can be superseded by another. Neither is it fulfilled nor annulled, therefore it must still be in effect and good to use from A to C. We think these statements are fairly warranted by the Standard Code. We will admit, however, that it might be better for the dispatcher to state, when giving the second order, that the first is annulled. It might avoid possible complications in connection with the running of other extras, if there be any. Will any one from the Northwestern volunteer any information?

## QUESTIONS.

173.—"Please give your opinion on the following order:

"First No. 83 will meet extra 457 at Wallman and extra 405 at Gorman and not pass Gorman without orders. Extra 457 will meet second No. 83 at Dodson, has right over No. 85 to Shaw and over Nos. 87 and 89 to W. V. C. Junction. Extra 405 will meet second No. 83 at Schall, has right over No. 85 to Harrison, over No. 87 to Shaw and over No. 89 to W. V. C. Junction."

"Does the Standard Code permit such orders as this? They are very common on this road."—R. C.

ANSWER.—The order appears to be in accord with the rules and the only criticism that might be offered is in regard to its length. The dispatcher has two extras running against five regular trains in the opposite direction and an order of this kind was probably a great saving of time over a number of shorter ones. We note that the number of the order is 80 and that it was sent at 4:58 p. m., making it evident that the division is a heavy one and in all probability the dispatcher has all he can do to keep ahead of his work.

The order is rulable and not difficult to understand, but it might be better to avoid orders of such length that the crew may become confused or overlook some part of their provisions.

174.—"No. 75 is a local freight and is scheduled to run 'daily except Sunday.' It runs from A to G, leaving A at 8 a. m. and arriving at G at 6 p. m. It leaves A on time Saturday morning. There is a new time-table takes effect at 12:01 a. m. Sunday, making the schedule of No. 75 practically the same as the old one, the only change being that the time is made from 30 minutes to an hour later at some stations.

"No. 75 leaves D at 11:50 p. m. and arrives at E (a blind siding) at 12:02 a. m. At this station it was due at 3 p. m. by the old time and 4 p. m. by the new. They proceed to F and head in for No. 2. First No. 2 passes and the second section stops and delivers an order to No. 75 saying that Engine 437 (the engine on 75) would run

extra D to G with right over all trains. Was it necessary for the dispatcher to send this order? The train was represented on both old and new time-table, the only difference being that it was one hour later on the new. It was only two miles from G when the order was delivered and it was then 2 a. m. and it had until 6:30 a. m. to get to G. I contend that the schedule of No. 75 was not affected by the new card except that its time was one hour later."—  
L. J. F.

ANSWER.—If the new schedule was the same as the old except for a few changes in the time, the train could assume the new

schedule and could run until it became twelve hours behind its new time.

We assume that the order was sent to it by second No. 2 simply to give it a chance to get to the terminal in case it became twelve hours late. We note that the order to run extra was "from D to G." From this we assume that there was no open telegraph office between those stations and the dispatcher did not know at what station it might be found. So far as we can see, the order to run extra was sent only as a cautionary measure, in case No. 75 should become twelve hours late. It was not necessary for any other reason.

## Ten Too Many.

I stood at the top of the hill one day,  
The hill that the engines climb,  
And I watched a train that was making its way,  
Trying to get in on time;  
But the train was too long and the hill was too steep,  
As anyone plainly could see.  
The engine moved slowly, and loudly complained,  
"It's ten too many for me,  
Ten too many,  
Ten too many,  
Ten too many for me."

The engineer coaxed, and the fireman swore,  
And they begged her to climb the hill,  
But their words were in vain, for the foolish old train  
Was stubborn, and almost stood still.  
The fireman toiled with his shovel and pick  
But scarcely an inch moved she,  
And the harder he worked, the louder she said,  
"It's ten too many for me,  
Ten too many,  
Ten too many,  
Ten too many for me."

Then the fireman threw his shovel aside,  
And he said, "'Twill be just as you say;  
If you think it's too many, you ought to know best.  
Till you're ready to go we will stay."  
The old engine snorted, "Perhaps we can do it,  
So come, let us try and see;  
I'd like to make it, but I'm 'fraid I can't,  
I'm afraid it's too many for me,  
Ten too many,  
Ten too many,  
Ten too many for me."

So the fireman opened the furnace door,  
And he toiled with might and main,  
And the engine struggled for all she was worth,  
The top of the hill to gain.  
At last she made it, and, panting, stood,  
As proud as an engine can be.  
"I thought 'twas too heavy, but I was mistaken;  
'Twas none too many for me,  
None too many,  
None too many,  
None too many for me."

MISS LYDIA M. DUNHAM,  
Lehigh Tannery, Pa.



# THE FIRESIDE

This Department is open to all women friends of the Brotherhood.

## The Two Glasses.

There sat two glasses, filled to the brim,  
On a rich man's table, rim to rim;  
One was was ruddy, and red as blood,  
And one was clear as the crystal flood.

Said the glass of wine to his paler brother,  
"Let us tell tales of the past to each other.  
I can tell of banquet, and revel, and mirth,  
Where I was king, for I ruled in might,  
And the proudest and grandest souls on earth,  
Fell under my touch, as though struck with blight.  
From the heads of kings I have torn the crown,  
From the heights of fame I have hurled men  
down;

I have blasted many an honored name;  
I have taken virtue and given shame;  
I have tempted the youth with a sip, a taste,  
Which has made his future a barren waste.  
Far greater than any king am I,  
Or than any army beneath the sky;  
I have made the arm of the driver fail,  
And set the train from its iron rail;  
I have made good ships go down at sea,  
And the shrieks of the lost were sweet to me;  
For they said, "Behold, how great you be!  
Fame, strength, wealth, genius, before you fall,  
And your might-power are over all.  
Ho! Ho! pale brother," laughed the wine,  
"Can you boast of deeds as great as mine?"

Said the water glass, "I can not boast  
Of a king dethroned, or a murdered host;  
But I can tell of hearts that were sad,  
By my crystal drops made light and glad;  
Of thirst I have quenched, and brows I have  
laved;  
Of hands I have cooled, and souls I've saved.  
I have leaped through the valley,  
Dashed down the mountain,  
Sleep in the sunshine, and dripped from the foun-  
tain;  
I have burst my cloud fetters and dropped from  
the sky,  
And everywhere gladdened the landscape and  
eye.  
I have eased the hot forehead of fever and pain,  
I have made the parched meadows grow fertile  
with grain;  
I can tell of the powerful wheel of the mill  
That ground out the flour, and turned at my  
will;

I can tell of manhood, debased by you,  
That I have uplifted and crowned anew.  
I cheer, I help, I strengthen and aid,  
I gladdened the heart of man and maid;  
I set the chained wine-captive free,  
And all are better for knowing me."

These are the tales they told to each other,  
The glass of wine and its paler brother,  
As they sat together, filled to the brim  
On a rich man's table, rim to rim.

—Eller Wheeler Wilcox.

## Success.

Success? What is this thing Success, I pray?  
Is it to stand forth in the glare of day  
As one who wins great battles in the marts  
Without regard to human souls and hearts?  
Is it to strive in blindness of the right  
Toward and to achieve some goal of might  
Wherefrom vast riches pour, huge stores of gold,  
Into the coffers of the keen and bold?  
Is it to win through trickery of phrase  
And nice word polishments the Poet's bays,  
Or laurels of the Masters of Romance,  
Not by endeavor, but by stylist's chance?  
Is it to trample by sheer force of will  
O'er plodders for the right, o'er halt and ill?  
To snatch some high position in the state,  
To principle and honor runagate?  
Is it to climb from lowly place to high  
Regardless of the rungs of misery?

Or is it his, who lives his mortal span  
In all things striving to become a man?  
To live as God hath willed, to use his brawn  
To help another to some joyous dawn.  
To use his strength, his valor and his wit  
So that, though riches small may come of it,  
His fellows when his sands of life are run  
Shall say of his achievements small "Well done!  
Here falls a man we never knew to shirk;  
The world is brighter for his modest work!"  
Ah, give to me not that Success that comes  
Mixed in with others' tears, with sounding drums,  
But better far the laurel that depends  
Upon the love and honor of my friends.  
Those bays the more securely e'er will rest  
That come from those who understand us best;  
The only ones are they that really bless  
And form the measure of the true Success!

—John Kendrick Bangs.

## Wilderness Vagabond.

Your well kept ways seem to call unto me never—  
 Keen above the roar of town comes the whisper  
 of the West;  
 My feet, though weary, turn unto the blind trails  
 ever,  
 And nightfall always finds me 'twixt the prairie  
 and the crest.

Your granite paths leave my spirit sore and  
 bleeding,  
 Bruised is my soul, and with pity droops my  
 heart;  
 The faces in the street, cruel, greedy, stern and  
 pleading,  
 Seem to stare from out my fire, though I camp  
 far from the mart.

So let me roam, though I call no brother debtor,  
 Though the game that you call life wrests no  
 toll of strength from me;  
 Idler I'm dubbed—let it pass for want of better—  
 But gild your chains in vain—they appeal not  
 to the free!

—Denver Republican.

## She Called Me.

She called me "Jack!" But instantly  
 She blushed as red as red could be,  
 And bit her lip as if to show  
 She meant not to have spoken so;  
 All which I was not slow to see.

What were my feelings? Well, I'm free  
 To say I felt no great degree  
 Of heart expanding bliss, although  
 She called me "Jack."

It seemed to be a mystery  
 Until I thought of John Supplee.  
 Was he her "Jack," I'd like to know?  
 You see my given name is "Joe"—  
 That's why she blushed when thoughtlessly  
 She called me "Jack."

—Catholic Standard and Times.

## In After Years.

Just a little meeting on the street one day,  
 He sedate and older, she sweet-faced and gray.  
 Just a little hand-clasp, just a word or two,  
 Just a pair of hazel eyes smiling into blue.  
 Just a little low, sweet laugh, more than half a  
 tear,  
 And his mind went racing back along with hers,  
 I fear,  
 To a little graduate dressed in purest white,  
 And a little sad good-by o'er the gate one night.

And he?  
 Oh, he recovered and now has children ten.

And she?  
 Well, she's been married twice and hopes to be  
 again,  
 —T. H. Kendall.

## Statement Of Claims.

PORT HURON, MICH., May 1, 1907.

Previously paid .....\$267,373.50

Paid Since Last Report.

|     |  |        |
|-----|--|--------|
| 678 | John W. Cooley, Kansas City, Mo. \$                | 500.00 |
| 679 | Michael O'Dea, Philadelphia, Pa.                   | 500.00 |
| 680 | Colice Gordon, Whitehall, N. Y..                   | 500.00 |
| 681 | Michael Fitzgerald, Ft. Jervis,<br>N. Y. ....      | 500.00 |
| 682 | Hannah Reilly, Peoria, Ill. ....                   | 500.00 |
| 683 | Wm. P. Morrissey, Tyrone Pa...                     | 500.00 |
| 684 | A. L. Guthrie, Tacoma, Wash....                    | 500.00 |
| 685 | B. G. Shellenberg, Battle Creek,<br>Mich. ....     | 500.00 |
| 686 | H. W. Cowan and Mamie Hicken,<br>Denver, Col. .... | 393.35 |
| 687 | Geo. W. McHenry, El Paso, Tex.                     | 297.66 |
| 688 | Frank Meyer, E. St. Louis, Ill..                   | 500.00 |
| 689 | Frank Bilz, Ft. Jervis, N. Y. ....                 | 500.00 |
| 690 | Evaline Fisher, Moberly, Mo. ....                  | 500.00 |
| 691 | John Rhodes, Jersey City, N. J. ...                | 500.00 |
| 692 | Chas. E. Hardy, Concord, N. H. ....                | 500.00 |
| 693 | Edward Hardell, Kern, Cal. ....                    | 500.00 |
| 694 | Margaret Wall, Bay City Mich. ....                 | 500.00 |
| 695 | Wm. Forbes, Columbia, Pa. ....                     | 500.00 |
| 696 | Jas. A. Garvis Albion, Pa. ....                    | 500.00 |
| 697 | W. F. Freeland, Temple, Tex. ....                  | 500.00 |
| 698 | L. W. Morganstein, Niagara Falls,<br>N. Y. ....    | 500.00 |

Total .....\$277,564.41

Died Since Last Report.

Gertrude Gordon, of Lodge No. 311, died March  
 16th, 1907.

Florence H. Myers, of Lodge No. 273, died  
 March 18th, 1907.

Christena Nicholson, of Lodge No. 184, died  
 March 25th, 1907.

Kate Markey, of Lodge No. 138, died March  
 31st, 1907.

Lillie Mae Tucker, of Lodge No. 331, died April  
 1st, 1907.

Emma Scherer, of Lodge No. 46, died April 2d,  
 1907.

Adda Huckelberry, of Lodge No. 68, died April  
 6th, 1907.

Margaret Sweeney, of Lodge No. 112, died  
 April 8th, 1907.

Isabella Mainprize, of Lodge No. 174, died  
 April 9th, 1907.

Elizabeth Shea, of Lodge No. 360, died April  
 5th, 1907.

Annie McCaffrey, of Lodge No. 20, died April  
 13th, 1907.

Hattie Burkhart, of Lodge No. 119, died April  
 13th, 1907.

Etta Phillips, of Lodge No. 248, died April  
 15th, 1907.

Flora Henderson, of Lodge No. 215, died April  
 23d, 1907.

Loretta Flory, of Lodge No. 322, died April  
 —, 1907.

Celia Burmaster, of Lodge No. 8, died April  
 25th, 1907.

AMY A. DOWNING,  
 G. S. & T.



There is no free list.

Send all remittances for subscriptions to the Grand Secretary and Treasurer. See Section 30 Constitution, Grand Lodge.

Letters for this department must be written on one side of paper only, written with ink and must be at the office not later than the 15th of the month to insure insertion in the current number.

All changes of address, communications pertaining to the Journal, etc., should be sent to the Editor. Do not send resolutions.

When the Journal does not reach you, immediately give us your name, correct address and the number of your Lodge.

## Safety Appliance Law Decision.

### UNITED STATES v. SOUTHERN PACIFIC COMPANY.

1. The fact that there were other defects in the cars than those prohibited by the Federal safety-appliance acts affords no excuse for delaying the repairs requisite to compliance with such acts.
2. Lack of knowledge that an apparatus, required to be kept in repair by the safety-appliance acts, was defective does not constitute a defense to a suit brought to enforce the prescribed penalty for noncompliance. Railroads must ascertain for themselves and at their peril whether or not they haul cars with defective couplers. *United States v. Southern Railway Company* (185 Fed. Rep., 122) cited and approved.
3. Repairs that can be made without the necessity of taking the cars to a repair shop should be made during the journey; but repairs that can not be so made should be done at the nearest repair shop in course of transit. Carriers can not, for their convenience, carry defective cars by one repair shop to another.
4. It was the manifest intention of Congress in passing the safety appliance acts to consider the safety of railway employees at all times; and a break in the continuity of such safety would defeat in large measure the paramount purpose of the law.

*Wm. C. Bristol*, United States attorney, for plaintiff.

*Wm. D. Fenton* for defendant.

(Decided April 1, 1907.)

*Wolverton, Judge:*

The first count charges the defendant with having hauled Union Pacific car No. 11147 loaded with coal, while being used in moving interstate

traffic, from East Portland in the State of Oregon to Portland in said State, when the coupling and uncoupling apparatus on the "A" end and the "B" end of said car was out of repair and inoperative, the chain connecting the lock pin or lock block to the uncoupling lever being broken on the "A" end of said car, and the chain connecting the lock pin or lock block to the uncoupling lever being missing from the "B" end of said car.

The second count is the same as the first, except it charges that the chain connecting the lock pin or lock block on the "A" end of the car only was missing.

The separate answer to the first cause alleges that the Oregon Railroad & Navigation Company delivered the car to the defendant at the latter's station in East Portland, and that defendant then moved the same with its switch engine across the Willamette River and into the terminal yards of the Northern Pacific Terminal Company, so that it could be unloaded and then carried by defendant over its own tracks, a distance of 13,150 feet, to its car shops, and there properly repaired. It further alleges that the car had thereon the following defects: One major lock block broken, two yoke rivets, eight carry iron bolts, one brake-beam safety chain tightened, and one uncoupling-lever chain missing, the latter item of which was commonly called an interstate commerce defect. That while said car was thus out of repair, without the knowledge or fault of the defendant, it was moved as aforesaid.

That this defendant did not then and there have at said terminal yards or elsewhere than at its said car shops as aforesaid any place for the convenient and orderly repair of said car, and that it was and is impracticable to refuse to receive said car so loaded as aforesaid, and so defective as aforesaid from said Oregon Railroad & Navigation Company at said East Portland station, and it was then and there impracticable to repair said car at any other place or time excepting at its said car shops as aforesaid, and until the said



car was then and there unloaded of its contents so received as aforesaid.

The separate answer to the second cause is the same as that to the first, except it is alleged that the car had thereon the following defects: One yoke rivet, two draft springs, one brake staff bent, one brake beam safety chain tightened, and one uncoupling lever chain missing. The sufficiency of the answers in statement of fact is challenged by demurrer.

Briefly stated, the conditions under which the cars in question were moved by the defendant railroad company are as follows: The line of the Oregon Railway & Navigation Company enters Portland from the east. Its junction with the Southern Pacific is at the latter's station in East Portland. The former company owns and operates repair shops on the east side of the Willamette River, distant from the junction approximately one mile; and the Southern Pacific Company likewise owns and operates car shops on the same side of the river, two miles distant. The cars in question were taken up at the East Portland station, carried to and across the steel bridge spanning the Willamette River and into the terminal company's yards, a distance of about one-half mile, and there delivered to the latter company. It is on account of this act of carrying the cars from the East Portland station into the terminal yards that the Southern Pacific Company is charged with an infraction of the safety appliance act.

The defense is that it was impracticable for the Southern Pacific Company to do otherwise than it did in the way of getting the cars to its car shops, where the designated defects could be properly repaired. The question presented is whether such a defense can be maintained.

It should be noted that the Government is not complaining of any defects other than one broken and two missing uncoupling lever chains. The defendant was not called upon to answer except as to these. The additional defects shown by the answer are set up, no doubt, to indicate the necessity of sending the cars to the repair shops before the repairs could be made. The answer does not say that it was impracticable to repair the defects complained of without sending the cars to the repair shops, but to repair the cars in respect of the combined defects which the answer itself discloses. This is an evasion of the real issue. A combining of other car defects with the defects complained of can afford no excuse for delaying the repairs requisite to a compliance with the law; and for this reason alone the answers are wholly insufficient. However, the case has been presented as if the allegations of the answers were confined to the defects complained of, and it is upon this hypothesis that I will determine the controversy.

Some observations preliminarily. The specific purpose of the Safety Appliance Act is pertinently voiced by its title, as follows: "To promote the safety of employes and travelers upon railroads." So the Supreme Court of the United States has said:

The primary object of the act was to promote the public welfare by securing the safety of em-

ployes and travelers. (*Johnson v. Southern Pacific Co.*, 196 U. S., 1, 17.)

So in *Voelker v. Chicago, M. & St. P. Ry. Co.* (116 Fed., 867), the court says:

The statutory requirement with respect to equipping cars with automatic couplers was enacted in order to protect railway employes, as far as possible, from the risks incurred when engaged in coupling and uncoupling cars.

In further interpretation of the act, the duty of the transportation companies has also been ascertained.

"When companies, like the defendant in this case," says the court in *Voelker v. Chicago, M. & St. P. Ry. Co.*, supra, "are engaged in interstate traffic, it is their duty, under the act of Congress, not to use, in connection with such traffic, cars that are not equipped as required by that act. This duty of proper equipment is obligatory upon the company before it uses the car in connection with interstate traffic, and it is not a duty which only arises when the car happens to be loaded with interstate freight."

And Judge Whitson, in *United States v. Great Northern Ry. Co.*, 150 Fed., 229, has carried the duty to the keeping of the equipment in suitable repair for use as designed by Congress. (See also *P. & R. Ry. v. Winkler*, 4 Pennewill, 887.) The utility of the act requires as much. Otherwise, it would prove to be of but little practical consequence.

Now it is urged that the cars were so moved by the defendant company without knowledge of the defects and that that fact ought to relieve it from liability. This is resting the case upon the degree of diligence observed by the defendant company in ascertaining the fact of the existence of the defects. But the proposition can not be maintained. The very question has been decided by Humphrey, district judge, in *United States v. Southern Ry. Co.* (135 Fed., 128), wherein he says with cogency and force—

The defendant asks the court to hold, in effect, that they can not haul the car in that condition, provided they have failed to use diligence to discover its defective condition, but that, if they have used due diligence, they may haul the car in its defective condition. In all such cases it would be impossible for the officers of the government to determine in advance whether a statute has been violated or not; but, before a prosecution could be properly instituted, they should go to the defendant company, ascertain what care it had used in regard to a certain car, determine as a matter of fact and law whether the acts of the defendant constituted due diligence, and from that determine whether a prosecution might be safely instituted. It is evident that such a defense would take the very life out of the act in question and render its enforcement impossible except in a few isolated cases.

And it was specifically held that due diligence in keeping the coupler in proper repair was not an element of defense.

If such an act was not cause for defense in that case, lack of knowledge that the apparatus was defective would not constitute a defense in this. The railroad companies are charged, as I have shown, with the duty of hauling only such cars as are provided with automatic couplers in suitable repair, so as to be operative without the necessity of employes going between the cars; and it would go far to subvert the law, and the purpose thereof, if they were permitted to say that they had no knowledge of the defect, and that, therefore, they were not liable under the act. The companies must ascertain for themselves and at their peril whether or not they have taken up or are hauling cars with defective couplers. Their intention to do right does not relieve them. (*United States v. Great Northern Ry. Co., supra.*) I hold, therefore, that want of knowledge of the defects on the part of the defendant company does not constitute a defense.

The next question is whether the defendant company should have made the repairs before hauling the cars across the river and into the terminal yards. There are here two phases of the question. One involves the condition that the couplers were capable of repair, in the respect that the law requires, without the necessity of taking the cars to the repair shops. If they were, there can be no further contention, because it would surely follow that the defendant should have repaired the defects before moving the cars farther upon their journey. I say farther upon their journey, because the cars were yet in transit; the point of destination had not been reached; nor was it reached until they were set in at the place of unloading. The chain coupling, the lock pin with the lever, is a very simple device, consisting of a few links of a small chain, easily attachable with the aid of light tools, and there exists no reason why it should not be readily repaired or replaced at any stage in the journey without serious or material inconvenience or delay.

But if I am in error as to the fact of the readiness with which the repairs can be made, then the other phase of the question arises, which is, whether the cars should have been taken to the car shops for repair before being carried to the terminal yards for unloading. It is urged that the court should take into consideration the convenience and practicability of repairing the defects. To be understood, it should be said that the term impracticable is not employed in the answer to indicate that it was impossible to set the cars out and take them to the repair shops before carrying them on their journey; but that it was impracticable so to do, in the sense that it would unduly impede and interfere with the transportation of freight by cars, and in special instances might result in loss to either the shipper or carrier, or to both, as in the case where perishable goods were being transported.

While Congress may have taken into consideration, and presumably did, the inconvenience to railroad companies in providing equipment of the character here under consideration, and in keeping the same in repair, yet by its positive enactment it

manifestly considered the safety of the brakemen and employes who are charged with the duty of coupling and uncoupling cars paramount; and, having made no exception in terms, the natural conclusion is that the act was intended to apply in all cases where the cars were being used in moving interstate traffic. Admittedly, if a breakage occurs between stations where repair shops are located, and the repair cannot be made without taking the car to such a place, the company can not be held liable until it has had the opportunity of making the repair, and in that event it would be justified in hauling the car in the train to the succeeding station where such repairs could be made.

This does not, however, give to the company the discretion of carrying the car forward to repair shops at destination. If it were permissible to carry the car by one repair shop to another, where the repair could be more conveniently made, then it could, with equal propriety, be claimed that the car might be carried by and beyond two or more of such stations, and, indeed, to cover an entire journey from the Middle West to the Pacific seaboard. This would detract vitally from the utility of the law, as brakemen might, in the course of such a haul, be required to pass many times between the cars for the coupling and uncoupling of the particular car or cars with defective equipment. An illustration is afforded by what was done in this case.

After the cars were taken into the terminal yards, it was necessary to uncouple them to set them out for unloading and to couple them again for transportation to the Southern Pacific Company's car shops, with possibly other couplings and uncouplings to be made. So that the danger to the brakeman continued, and must needs have continued, until relieved by the proper repairs being made. I am constrained to the view, therefore, that this is just the danger that Congress intended to relieve against by the adoption of the act, and that it is what the defendant's duty required it to relieve against by making the repair of the defects prior to taking the cars into the terminal company's yards. The shortness of the haul does not alter the case. We may suppose that a defect existed while the car was being carried from beyond The Dalles, where the Oregon Railway & Navigation Company has repair shops. It would have been a violation of the act for that company to have hauled the cars from The Dalles to Portland without correcting the defect; and so it is, in like manner, a violation of the act for the Southern Pacific Company to take up the cars at East Portland and haul them for the distance of only a half mile, and there deliver them to a company whose duty it is to transact terminal business, where the chief work is in shifting cars from one train to another, and a vast amount of coupling and uncoupling is done, and the greatest danger is present. To hold otherwise would defeat in large measure the paramount purpose and object of the law. The demurrers to the answers should, therefore, be sustained, and it is so ordered.

## Newark Lodge, No. 219.

(The old Morris & Essex Division of the Lackawanna Railroad.)

In my last letter to the JOURNAL I mentioned my recollections of the old Morris & Essex Division of the Lackawanna system, and some of the engineers and conductors whom I knew personally some twenty years ago, and it is my purpose to continue my brief history with the kind indulgence of the editor of the JOURNAL, and mention in this letter some of the old time brakemen and baggage masters who have been promoted in regular order to baggage cars and conductors. My reminiscences would not be complete without this. I can well remember my first acquaintance with genial "Billy" Snyder, now a passenger conductor, who was about the first man I worked with on a drill engine in old Port Morris yard. Nor must I forget to mention that whole-souled "Billy" Bailey, whom I knew as brakeman and baggage master, and who is now night train master at Hoboken. Another man, one of my most respected friends, Henry Burns, who has had twenty-five years of uninterrupted service with the M. & E., in train service, is now assistant station master at Hoboken, and is well thought of by all with whom he comes in contact. In point of continual service on one train, mention must be made of "Eddie" Cummings and Dan Merrick, who have been on the Easton Mail for many years. I remember also Brakemen Stephens and Van Ness, who were brakemen on Conductor Corby's train, both of whom are now running trains. And there is also George Bowden, the veteran baggage master of the Easton Mail, and neither must Conductor Bowen be forgotten, genial whole-souled "Billy," who is now running one of the South Orange trains. "Johnny" Jewell and Jos. Van Idenstein, two South Orange boys, were promoted to conductorship, but both died shortly afterwards. Big John Spence, who for years ran the baggage car on Conductor Budd's train, has also passed away. I well remember the struggle genial Harry Day had to get in train service, but he finally landed and today is running a South Orange train and is "all to the good," and no less a "good fellow" and an old-time M. & E. man is his baggage master, "Tim" Noonan, and the "second mate" of this train. C. W. Davy has been an apt pupil of both Harry Day and Tom Noonan. Many other men whom I have known for years I can truthfully say a good word for, among whom are "Gus" Reid, Johnny Long, both out of service now, as are also Geo. Brown, Geo. Wheeler, Col. Haines, "Billy" Campbell, George Skidmore, Harry Dunnell. Those who are still in the service with twenty or more years to their credit are "Jimmy" Colgan, baggage master, Alfred Shoetter, baggage master, Frank Marshall, baggage master, Ed. Barber, baggage master, Geo. Laird, conductor, Geo. Larne, baggage master, "Billy" Newman, conductor, "Billy" Ayres, "Dick" Buggot; both of these commenced their railroad career on the Hackettstown Wood Train with the old-time engine, No.

16 "Stanhope." Another "boy" from the same town is Charlie Slater, who is also a brother "typo" of mine. Al. Barnes was another celebrated M. & E. employe before his death a few years ago. Everybody along the line knew "Al." as the handsome conductor of the "Sunday Milk," the only Sunday train on the M. & E. at that time. "Gene" Rush was one of "Al's" aides in those good old times. Another popular man, who is now gone from us, was "Al" Vanderveer. George Skidmore, who for some years ran a passenger train on the old Bloomfield branch, was another old-time and popular man, and I must not forget genial Charlie Cordes, who is now and has been for some time a passenger conductor. Among others I can mention Engineer Nixon, who is "pulling" Conductor Lew Carter's train now, and popular Hubert Curley, a good-natured, whole-souled man, and the two Horning "boys," "big" Ed, who recently died, and George, who for a long time was flagman on the Easton Mail, but who has been in charge of the baggage room at Newark station recently. George Hass and Bill Wheaton, Arthur Bunn, Fred Clow, and I came very near omitting to mention Conductor "Pat" Kiruin, who runs one of the South Orange trains. Also "Dave" Peer and Conductor Friary, some more of the old timers. A great many of the men whom I have mentioned in this letter are today and have been for a long time members of old No. 219, and I can say that old 219 is proud to see so many of her "boys" doing so well. The old M. & E. is historic in her past history, and she has today as she always has had a very good lot of railroad men running over the old road. Many of her old time men are gone from among us, never to return, but their memory will always remain with us. I have only mentioned in this letter the men with whom I have a personal acquaintance. There are many more whom I have long known by reputation, but these I can only mention in a general way as being among the vast army of faithful employes of the old M. & E., made so by the old time and best hearted man who ever occupied the superintendent's chair of any railroad in the country. I refer with great reverence to our old and much esteemed friend and "super," Mr. Andrew Reasoner. To mention the old Morris and Essex Division and not mention Mr. Reasoner, who for so many years held the reins of control, would be almost sacrilegious. He was a man for every railroad superintendent to pattern after, and there are many who can never attain his degree of excellence. His men loved him, and he loved his men, one and all, from highest to lowest. He had a gruff exterior, but an exceedingly warm interior. A bigger hearted man never lived. His photograph showing him seated at his desk in the old Hoboken office hangs in our lodge room over the Master's chair, and it is our most cherished remembrance of him whom we all loved and respected, and when he was deposed by a change of management the "boys" lost their best friend, and the old Morris and Essex Division passed out of existence with his retirement. He died very shortly after, and his memory shall ever

remain lovingly with all who knew him. And now in conclusion I wish to say that our old lodge, No. 219, has been called upon to mourn the loss of two of our members who were old time M. & E. men, Brothers Robinson and Wolf. Brother Robinson was buried on Friday, April 26, and a delegation of members of the lodge went to Gladstone on Sunday, the 28th, to take charge of the funeral services of Brother Dan Wolf.

A. M. DOUGLASS.

### The Home.

The following donations have been received at the Home for the month of April:

#### B. R. T. Lodges.

|          |         |          |         |
|----------|---------|----------|---------|
| 17.....  | \$15.10 | 224..... | \$ 2.00 |
| 23.....  | 20.00   | 252..... | 12.00   |
| 36.....  | 3.00    | 321..... | 35.00   |
| 37.....  | 10.00   | 351..... | 15.25   |
| 56.....  | 2.00    | 394..... | 10.00   |
| 64.....  | 10.00   | 403..... | 18.90   |
| 82.....  | 2.50    | 461..... | 2.00    |
| 94.....  | 12.00   | 577..... | 6.00    |
| 97.....  | 4.00    | 706..... | 12.00   |
| 128..... | 3.00    | 743..... | 8.70    |

Total .....\$198.45

#### L. A. T. Lodges.

|         |         |          |         |
|---------|---------|----------|---------|
| 20..... | \$ 5.00 | 169..... | \$ 5.00 |
| 83..... | 5.60    | 259..... | 5.00    |

Total .....\$20.60

#### Summary.

|  |          |
|--|----------|
| O. R. C. Divisions .....   | \$182.50 |
| B. R. T. Lodges .....  | 198.45   |
| B. L. E. Divisions .....   | 118.00   |
| B. L. F. & E. Lodges .....   | 111.00   |
| L. A. T. Lodges .....  | 20.60    |
| G. I. A. Divisions .....   | 5.00     |
| James Costello, No. 270, O. R. C.....  | 1.00     |
| Alfred S. Lunt, No. 456, B. R. T.....  | 1.00     |
| Mother of a deceased member of Lodge<br>No. 72, B. L. F. & E., Camden, N. J..      | 15.00    |
| Proceeds of a charity ball given by Lodge<br>No. 175, L. A. T., Proctor, Minn..... | 54.85    |
| Interest on deposit in the bank of Williams,<br>Iowa .....                         | 89.58    |
| Total .....  | \$796.98 |

#### Miscellaneous.

One box of canned goods and one quilt from  
No. 289, L. A. T.

Respectfully submitted,

JOHN O'KEEFE,  
Secretary and Treasurer.

### Milwaukee, Wis.

The writer signing himself J. W. W., of Lodge No. 264, has suggested that we create the office of general claim agent. I agree with the suggestion, not that it will assist me, particularly, because I am a cripple and could gain nothing of

the office if it were created, but it would assist other brothers to avoid the same experience that I had.

I found that there were all kinds of lawyers who were willing to take my case, get the money, and see to it that the greater part of it went to themselves. After I was injured I had many different lawyers come to me and want me to place my case in their care. The most of them knew nothing at all about cases of the kind, and would not have known where to start if they had taken it.

A brother who is helpless, following injury, is in no position to get evidence while he is in the hospital, and if he does not employ a lawyer who will get it, the chances are that the unfortunate will not fare very well. The railroad company has its claim agent on the spot as soon as anything happens, and the agent follows the injured employe to the hospital, and, if possible, gets a sworn statement from him before he is in any position to know what he is saying.

I hope this proposition will receive the consideration of our members, for I believe it will be of great assistance to them.

W. H. S., Lodge No. 437.

### Columbus, Ohio.

In glancing over my letter to you, as published in the April JOURNAL, I find myself placed in the light of an ex-member of the Switchmen's Union, and I take this opportunity of asking you to kindly correct the errors, since I have not at any time been affiliated with that "bunch." The letter I had referred to as being written by Mr. J. B. Connors, and which is now in my possession, was addressed to a man who is now an active member of our Organization, but who at one time belonged to the S. U. in one of the cities of this system. And while I am on the subject of the increase in our membership from the ranks of the S. U., I would like to tell the JOURNAL of an example which quite recently came to my notice and which redounds to the credit and faithfulness of one of our most active members, namely, Brother J. W. Feaser, of Springfield, O.

A few days ago the General Grievance Committee was called to that place for the purpose of adjusting affairs in the yards there, and I was surprised and greatly pleased to find that with a single exception it was a "solid B. R. T. yard." Surprised, I say, for the reason that before our settlement the B. R. T. membership in this yard consisted of but just a little more than enough to entitle the men to a committee with Brother Feaser as chairman. I was curious to know the details of affairs as they stood, and at a special meeting talked at some length with some of our men, brothers whom I found to be intelligent and very enthusiastic Brotherhood men. They told me how zealously Brother Feaser had worked among them and pointed out the advantage of a membership in the good old B. R. T. for men in yard as well as in road service, how they had promised him that a 4 cent per hour advance gained by

the B. R. T. would bring them to our ranks and how, when he came back from Cincinnati with that four cents they, with the single exception spoken of, "made good and got in out of the wet."

Brother Feeser is a credit to our Order, and I point him out as an example for yard men on this system to follow. Get together, men. Wake up and try with the might within you to do some good in the way of gaining members for the Organization you should be proud to be a member of. Do not be content to be always a simple member, one of those who says, "Why, I pay my dues." Hustle a little bit. Go to lodge once in a while. The roof won't fall on you and you won't be laughed at either if perchance you should need a pilot in order to gain admittance or a city guide to find the location of your lodge. Not long ago I asked one of our boys here to go to lodge with me. He promised he would but did not, and when I asked him the reason next day he explained that his wife's little dog had been very sick the night before. I have heard several forms of excuses for men not going to lodge and some of them were decidedly original, but this had them all "skinned."

Brothers on the Big Four. You are members of a strong, capable Organization, capable of protecting your interests whether you be train or yard man. This has been proven beyond all doubt and you should show your appreciation of your membership and of what your Organization has done for you by trying to get at least one new member. Think what it would mean if every member of the B. R. T. on this system would be the means of bringing in even one new member.

Yours in B., S. & I.

THOS. P. REED,  
Lodge No. 175.

C. G. G. C. Big Four Ry.

### "Queen" Watch O. K.

"I received my Lady's 'QUEEN' Watch, and it is certainly a beauty. The boys were very much surprised to know that such prizes were given for getting subscribers."

"Fraternally yours,

L. C. HENNESSEY,  
Lodge No. 284.

The above letter is only one of many that has been received by the JOURNAL on receipt of the prizes that have been given for subscriptions.

Very many members of the Brotherhood are under the impression that there is something wrong with the prizes offered, because the values are so exceptionally high, and it is not understood how we can offer such a large percentage for subscriptions received.

Every article that is offered by the JOURNAL is just as it is represented to be. Our B. R. T. Standard Watch sells for \$50.00; our Commercial for \$35.00 and our Lady's "QUEEN" Watch for \$30.00. These Watches are exactly as they are represented. The JOURNAL stands behind each one of them, and the Webb C. Ball Co., from

whom the Watches are received, guarantees that each Watch will be a perfect time keeper, and if there is any reason to feel that there has been any misrepresentation concerning any of the Watches we offer, the JOURNAL will be very glad to adjust the differences satisfactorily.

Every Brotherhood boy and girl has an opportunity to get either a Commercial Standard, or a Lady's "QUEEN" Watch during vacation. It is not a particularly hard matter to get thirty or thirty-five subscriptions if the effort is made.

The JOURNAL asks each one of its members, and the members of our Brotherhood families, to take up the subscription work for the JOURNAL. Read the advertising pages for a list of the prizes offered for subscriptions.

### Dayton, Ohio.

I haven't seen anything from Lodge No. 273 for some time. We are still doing some business and have some good material to work on yet, but it seems almost impossible to get them in line. I believe they will see where they are making a mistake. We have been expecting to get a new schedule for some time, but we are living in hope.

I am heartily in favor with the brother from Indianapolis on the question as to a salaried chairman on our system. The schedule that we are working under now is not lived up to, and never has been at any time it has been in effect. I am sure that anyone who has been working on the system in the past four years will agree with me.

If we had a salaried chairman to go over the system, and see that the schedule is lived up to, it would reduce our expenses in a great many cases, and our chairman would be in position to have full knowledge of any grievance that would come up. Some of the grievances that have been taken up have been loaded with things of which the committee did not have any knowledge.

A salaried chairman would have a tendency to eliminate such questions. He would have a tendency to keep our brothers in line, for they get a little careless. Again, I believe it would have a tendency to have a better attendance at our meetings, as our chairman could arrange to visit each lodge at least one meeting a month. I believe the brothers would all attend who possibly could.

I suggest that this matter be taken up with each local lodge, and have it before the brothers of the system. Our committee will be called to take up the new schedule within a short time. It is our duty to get together, and give our chairman all the information we can. This is a step that should not be overlooked by any one of us.

I am in favor of giving our chairman all the information that is possible at this time, and not wait until the schedule is made, and then complain. It is too late then to say that we did not get what we wanted. Don't blame the chairman; help him and he will help you.

A MEMBER OF LODGE No. 273.

# EDITORIAL

Vol. xxiv.



No. 6

## Government vs. Corporation Construction.

There is a lot of Government work that looks mighty slow and expensive, but if the results, when Government work by the Government itself is the consideration are anything to go by the Government has much the better of the argument.

Some years ago the Government decided to build two battleships, one by contract and the other at the Navy Yard, New York. The Connecticut was built at New York, and the Louisiana was built by a ship building concern. Estimates and costs were furnished from time to time and while the best men available were secured, the eight-hour day worked, and the best wages were paid for in the construction of the Connecticut, the contract builder used his own judgment in hiring, working, and paying employes. From time to time the progress of the two ships was given out and from the beginning the estimates showed that the Navy Yard product was costing a trifle more per ton than the other, but it seems that when final results are to be considered that the Navy Yard ship has a decided advantage over the ship concern product.

Rear Admiral J. B. Coughlan, U. S. N., who is to be retired for age, recently furnished his opinions on the needs of the navy for *Collier's Weekly*, and in his discussion he referred to the need for continuous ship building at the New York Navy Yard, and among other reasons given in defense of the Government owned plant he paid quite a compliment to it that backs up about all

that has ever been said regarding the cost of building ships in and out of the Government yards. In this connection he said:

When the Connecticut left the hands of her builders, the New York Navy Yard, she was ready to go into battle, if need be; while her sister ship, the Louisiana, built for the government by contractors, was incomplete, much of the work remaining to be done afterwards. On the face of the figures presented it would appear that the Connecticut cost more than \$300,000 in excess of the sum expended upon the Louisiana. It is reasonable to suppose that she did cost more, because the government pays the men employed at the yard a better wage, and enforces the eight-hour day, but I am puzzled to know what the actual difference in cost was, even after the figures have been published. The following estimates were given in the House of Representatives in the course of debate on February 14: cost of Connecticut, \$6,340,247.83; cost of Louisiana, \$5,980,822.40.

Both vessels were authorized by an Act of Congress, July, 1902. The Connecticut was finished December 12, 1906. The Louisiana was put in commission in June, 1906, but when the President visited Panama on board the Louisiana last fall the vessel was still far from ready for actual service.

We of the navy accept the figures without question, but it is not clear to us what the various items stand for in the case of the Louisiana. We know that the Connecticut,

the finest ship of her class in the world, was completely equipped in every respect, guns mounted, and ready for action at the cost stated. What was the actual cost of bringing the *Louisiana* to the same degree of perfection, after she was launched? That we do not know, so an authoritative comparison cannot as yet be made.

Aside from the relative cost of construction there is another point which must be considered. Forty-two and a half months were occupied in the actual work of construction of the *Connecticut*, a time which could have been shortened had all the material been available when needed. But during the period of construction we had assembled here a highly efficient body of skilled workmen, and when it was necessary to undertake repairs of other ships, these workmen were taken from the *Connecticut* and used to great advantage. So in such case there was none of the delay and expense of breaking green men into the work. They knew what to do and how to do it. If there could be a plan by which a vessel would always be in course of construction here, if, when one is completed, work could be begun on another, the government would always have this force of splendidly trained men for emergency work. Such a state of preparedness would be worth, it seems to me, quite a large sum of money, possibly enough to make up the difference in the cost as between that undertaken by the government and that turned over to contractors.

Facilities in the New York Navy Yard are unsurpassed anywhere. A battleship of the *Dreadnought* type can be constructed here as well as in any other part of the world. No matter how great or how small the work, the work can be done here perfectly and quickly.

It is not the general opinion in naval circles that the government should build its own vessels to the exclusion of private contractors for the work. I believe, and I think it is generally believed, that some of this work of construction should be let out, so that others should know how to build ships if there should be a sudden demand for an

increased output, but the bulk of the work can best be done in the navy yards.

It must be borne in mind that there is a constant need of additions to the fighting ships already in existence. The United States navy at the present time is hardly half as strong as it should be. It looks much more formidable on paper than it really is, as many of the vessels which make a good showing on paper are already obsolete for the modern fighting line. The fighting-unit of the future will be of vast size and strength. The auxiliaries of smaller size will be maintained in about the same proportion as at present. The latest type of battleship is able to go a much greater distance, and at higher speed, than the old. The *Oregon* is already out of date on that account. Not only do the newer vessels have greater fuel capacity, they actually have less weight in proportion to their size. The new twelve-inch rifle, which has superseded the heavier thirteen-inch gun, has a greater penetration with less weight, and the armor plates have kept pace with the improvements in guns. The armor best calculated to defend a ship from the new rifles is about one-third less in weight than the cumbersome, old-fashioned armor plate. Of course, the old vessels can be modernized after a fashion, just as the old guns are being equipped with the new sighting apparatus, but if the navy is to retain its efficiency there must be a long period of active construction of newest model ships.

Aside from the question of superior work done by the Government the constant maintenance of a high class ship yard is evident when the nation must depend on its navy for protection in the event of war.

The suggestions were doubtless made without inclination to back up the contention of the labor organizations that have pleaded for Government construction of war ships and transports but there has never been a better argument made in defense of the demands of these same unions than was made by the admiral. Whenever Government operation is squarely managed without political interference it will pay. It is only the overload of politics and politicians that stands in its way.

## America The Best Place For The Worker.

The American workman protests against the overload of low ideas and economic theories that are dumped among our wage earning people and thrown in competition with them as each ship arrives from Europe. Yet, it is merely a natural result of following the tide of fortune to where it flows the strongest. America is to Europe what the promised land of Utopia is to the dreamer who believes in the humanity of his fellow men and overlooks their human tendencies. It is a land of promise, the place of fulfillment of every hope and ambition that is cherished in some form by every one who thinks. All ambitions are not alike, consequently, what satisfies one will not do as much for another and the different classes of employes naturally come in conflict. The man of low ideals, who is more than satisfied with the lowest wages offered is confronted by the man who knows that there is more in employment if it can be gotten out by taking away cheap labor competition. This is the principal objection offered to indiscriminate immigration. Other questions are of great moment but it is the great question of wage competition that stands first.

To the European there comes no question of his right to enter into competition with and for the best America offers. That he stands in the way of the development of others is no concern of his for, is he not going to be better off than he ever was? Are not his ideals of work, wages and living to be realized and, so, what of the others? They are not his concern except so far as they hinder his coming to the land of promise.

After he is here and his children learn something of the better life and he shares in better things than he ever knew were to be had, his ideas change, he is assimilated and, he, in turn, demands more wages and shorter hours and he also protests against this wage destroying immigration. But, this is our side of the story. To the Old World eyes it looks as John Coleman said:

America is the best place in which to

work. This is so partly because it is as natural for true Americans to work as to eat or sleep, and partly because, by reason of this fact, working conditions are more comfortable and favorable in America than in any other land.

Work is the all important, the first thing in life to most Americans. Foreigners accuse us of making a religion, a god, of it. Because of this tendency Americans, so far from assuming the half apologetic attitude toward work so common in other countries, exalt and glorify it. Give a good American his work, and he can happily dispense with many things that a European, under similar circumstances, would consider absolutely necessary. Separate a good American from his work, and he finds life scarcely worth living. It is a truism, a proverb, that when an American business man lays work aside and retires from the arena, he frequently loses his health and spirits, breaks down, slips into the sanitarium or the grave. The workless man, in America, is pitied when he is not despised.

The European housewife, or household worker, transplanted to America, feels as a rule that her household duties have miraculously dwindled; the European hospital nurse, stenographer, seamstress, designer, writer is lost in admiration of American working surroundings and conditions. In other countries work is almost universally regarded rather in the light of a misfortune than as the "only unmingled blessing of existence;" the prevailing attitude toward work seems to at least tacitly admit the wisdom of making it as hard as possible. Working hours are longer in other lands, even though the so-called "superior workers," who toil least and least heavily, apparently are able to stop work at any moment and on the slightest provocation; salaries are smaller, the other visible rewards of good work but little in evidence. Worst of all, the social position of the worker of other lands is wretchedly uncertain—when and where it may be said to exist at all. In America, where the work is regarded as



the natural and desirable privilege of all healthy and reasonable beings, the social position depends rather upon the worker than the work.

"I should like to live in Europe if I had plenty of money, but give me America every time, so long as I must earn my own living," is a saying frequently heard from the lips of those who know something of non-American working conditions and methods. It is based on a profound truth.

Work in America is regarded as one of the simple, inevitable joys of life—to be classed with breathing or walking; even the rich American, who does not naturally

inherit this joy, works hard at the semblance of pleasure. The poor man who does not work knows himself of no social value or importance, while all things are possible to the man who really knows how to work, and works well. The worker, therefore, is at once the foundation stone and crown of the entire social structure, the real king of the earth.

The worker who cannot be happy in America should try working in other countries for a little time. This experience would effect remedial wonders among the dissatisfied working contingent could it be judiciously applied.

---

## The Atlanta Convention.

---

It is impossible to convey to the JOURNAL readers a proper idea of what a convention looks like unless it is compared to the audience in a high grade theatre. As one looked over the footlights at Atlanta and comprehended the greatness of the Brotherhood as represented by the 760 delegates on the floor an impression of the magnitude of the Brotherhood was indelibly fixed. To look at the assembly, note the well appearing representatives, their earnest interest in the discussion and their readiness to see and appreciate a point was simply the evidence of the intelligent thought of the Brotherhood as a whole.

If the judgment of the convention is ever called into question it is safe to say that its honesty will not. It is a difficult proposition to bring men from every part of the United States and Canada, representing so many extremes of thought and performance and have them agree unanimously on all questions before them. It is enough to know that they have agreed to abide by the will of the majority as fixed by the laws of the Brotherhood and to know that whether they have secured the fulfillment of their ambitions or not, that they will accept what has been done in the right Brotherhood spirit and act like loyal Brotherhood men.

Naturally, there are bound to be some disappointments come from a convention of

the kind. It is not a good place for any one man to go with the idea that he is going to have his own way, for he will not. If he can secure a part of his ideas he is fortunate, for he has accomplished much more than many others who attended the convention.

The delegates commenced to arrive at Atlanta several days before the convention opened and by the morning of the second day we had very close to a full delegation, or 760 representatives ready to take up their work of legislating for the Brotherhood. They did their work as they saw it, to the best of their judgment and, let us hope, they legislated wisely and well.

The opening day of the convention was devoted largely to examination of credentials, organization, appointment of committees and reading communications and, to tell the truth, working off a little superfluous parliamentary energy, which is always expected and seldom fails to materialize. But this is also part of the business and it was good practice for the serious work later on.

During the afternoon meeting a number of communications were received and read from several of our friends who could not be with us and expressed their good wishes for our Brotherhood, and their regrets because they could not be with us.

These letters were very much appreciated and referred to the regular committees for proper expression. Among the letters received were the following:

Cleveland, Ohio., April 18, 1907.

Mr. P. H. Morrissey, Grand Master B. R. T., City.

Dear Sir and Brother—Replying to your favor of April 15, inviting me to be present at the opening of your Eighth Biennial Convention, will say that Providence permitting, it will give me pleasure to be present with you May 7, 1907.

Thanking you for the invitation and with kind regards, I am,

Yours fraternally,  
W. S. STONE, G. C. E.

Cedar Rapids, Iowa, April 17, 1907.

P. H. Morrissey, Grand Master B. of R. T., Cleveland, Ohio.

Dear Sir and Brother—I am in receipt of yours of April 15, advising that the Eighth Biennial Convention of the Brotherhood of Railroad Trainmen will open at Atlanta, Ga., on Tuesday, May 7, and extending an invitation to me to be present on that occasion and "speak a piece."

It is needless for me to say that I appreciate the invitation, but it is with very sincere regret that I am compelled to say that it will be almost impossible for me to be with you at that time, owing to the fact that our Grand Division convenes a few days later. Will you, on behalf of myself and the Order of Railway Conductors, present to your Grand Lodge our fraternal regards, and wishing you a successful session, I am,

Yours fraternally,  
A. B. GARRETSON, G. C. C.

St. Louis, Mo., April 17, 1907.

Mr. P. H. Morrissey, Grand Master B. R. T., Cleveland, Ohio.

Dear Sir and Brother—This will acknowledge receipt of your kind favor of April 15. I am pleased to note that the Eighth Biennial Convention of the Brotherhood of Railroad Trainmen will be held at Atlanta, Ga., commencing Tuesday, May 7, 1907.

As our Sixth Biennial Convention convenes at Minneapolis, Minn., on Monday, May 13, 1907, I regret to say that I shall be so busy that I will be unable to accept your very kind invitation, much as I would like to do so.

We have all been exceedingly busy during the past two years looking after the interests of our constituency, and the telegraphers have not joined in the union gatherings that were such a prominent feature some years ago. The will must, however, be taken for the deed, and I take this opportunity of reiterating the expressions of friendship and good will to the officers and members of that noble organization, the Brotherhood of Railroad Trainmen. I hope you will have a pleasant and profitable convention. With kind regards, I am,

Yours fraternally,  
H. B. PERHAM, President.

Peoria, Ill., April 29, 1907.

Mr. P. H. Morrissey, Grand Master B. R. T., Cleveland, Ohio.

Dear Sir and Brother—I am in receipt of your letter of the 15th instant, extending an invitation to attend your convention, which commences on Tuesday, May 7, 1907, at Atlanta, Ga., and I regret that conditions are such as to make it impossible for me to attend.

The General Chairmen's Association of our organization convenes in Chicago on Monday, May 6, and, as you are aware, it is necessary that I be present at that meeting. My wife is seriously ill at the present time, also, and I would not feel justified, under those conditions, to be far away from home.

I assure you of my appreciation of your kind invitation, and I sincerely trust that you will have a pleasant session of the Grand Lodge, as well as a valuable one in matters of legislation for your membership.

With kindest regards and best wishes, I am,

Yours fraternally,  
JOHN J. HANNAHAN, Grand Master.

Indianapolis, Ind., April 16, 1907.

Mr. P. H. Morrissey, Grand Master B. R. T., Cleveland, Ohio.

Dear Sir and Brother—Your favor dated April 15 received. Replying, permit me to thank you for the very courteous invitation you extend me to be the guest of your organization at the Eighth Biennial Convention, to be held at Atlanta, Ga., on May 7. If my work permits, I shall be most happy to accept, and shall let you know definitely later on whether or not to expect me.

I trust that your convention may be harmonious and successful.

Permit me to congratulate you upon the adjustment of the wage scale between the brotherhoods and the railway managers.

With personal good wishes, I am,  
Yours truly,

JOHN MITCHELL,  
President U. M. W. of A.

Washington, D. C., May 3, 1907.

Mr. P. H. Morrissey, Grand Master B. R. T., Cleveland, Ohio.

Dear Sir and Brother—Confirming my telegram of even date herewith, I regret very much that on account of an engagement recently made with the Assistant Secretary of Commerce and Labor to take up with him at Boston, Mass., certain matters relating to the Immigration Service at that port, on Tuesday next, the 7th, it will be impossible for me to avail myself of your kind invitation to be the guest of the Brotherhood of Railroad Trainmen, at the opening exercises of its Eighth Biennial Convention, in Atlanta, Ga., Tuesday morning, May 7. I assure you that I appreciate the honor of your invitation, and wish it were possible for me to meet yourself and associates on this most important occasion. I feel that it is needless for me, at this time, to refer to the deep

personal interest I have always taken in the Brotherhood and its members, and the kind treatment which it and its officers and members have always accorded me has been a source of gratification. You have my best wishes for a successful meeting, and I am sure that the acts of your convention will show that the Brotherhood still maintains its position in the foremost ranks of the labor organizations. With kind personal regards to yourself and associates,

Sincerely and fraternally yours,  
F. P. SARGENT.

Washington, April 30, 1907.

Mr. P. H. Morrissey, Grand Master B. R. T.,  
Cleveland, Ohio.

Dear Sir and Brother—I am in receipt of your kind invitation to attend, as a guest of your brotherhood, the reception in connection with the open-

ing of the Eighth Biennial Convention of your Brotherhood at Atlanta, Ga., on May 7.

I assure you that it would be a genuine pleasure to me to attend and renew some of the pleasant acquaintances I have formed in the past with officers and members of your Brotherhood, and to express, in a few feeble words, the pleasant remembrance I have of the many years of somewhat close co-operation with yourself and your associates in behalf of the members of your Brotherhood and of the organization which I had the honor to represent, but I fear it will not be possible for me to do so. I take this opportunity of extending to you and your associate officers and to the delegates, and, through them, to all members of your Brotherhood, the most cordial fraternal greetings and best wishes for your continued and ultimate success, and I am,

Yours fraternally,

E. E. CLARK.

## The Convention Open Meeting, Atlanta, Ga.

On the evening of May 8th the public meeting was held in the Opera House and was a splendid gathering of the people of Atlanta and our own friends and brothers.

It was a happy, instructive occasion and the good will of the great audience was expressed for each speaker and for his expressions which were keenly analyzed and all the good points appreciated.

The chairman of the evening, Brother Puckett, of Lodge No. 302, acceptably filled his position. He made a splendid presiding officer and his remarks introducing the several speakers were carefully presented and splendidly received by the assembly.

The day following the open meeting and after the good people of Atlanta had an opportunity to see what we looked like, and we did look mighty good even to ourselves, to tell the truth, the press gave the Organization the finest of compliments as evidence of the good impression made by our delegates and their friends. It is always pleasant to know we make a good impression and to show the hearty good will of Atlanta as shown by the press we quote from the *Georgian* and *News* thus:

"The instinct of hospitality suggests a welcome to visiting bodies before they make their appearance upon the scene.

"But that hospitality is more genuine, which, after the arrival of expected guests and after close and critical inspection, finds them gracious and charming and bids them welcome from a deliberate and definite appreciation of their gifts and graces.

"It is even so with the trainmen who are here today. This splendid Organization has not been a guest of Atlanta for many years before. Their numbers have enlarged. Steadily with the progress of time there has come an enlargement of the caliber and quality of the material which makes up the Trainmen of the United States and Canada.

"Peculiarly near to the commercial age in which we live are these gentlemen who pull the bell cords on our trains, whose muscles wind the brakes that regulate the going and the coming of the cars; whose stalwart strength swings the baggage of the traveler in and out upon the platform, and whose fidelity and care and conscience make up the safety and the comfort of modern railway travel.

"It may be said with perfect truth that the Trainmen by their bearing and personal appearance have made instant friends with Atlanta. They have borne themselves so pleasantly and so amiably upon our streets that their good cheer and their evi-

dent comradeship have met an instant response in the hearts and at the hands of our people.

"And the welcome which the Trainmen have had in Atlanta today is only a forecast of the larger welcome with which, having learned to know them, we shall be most happy to welcome them to another annual session of this Twentieth Century City of the South."

Herewith follows a verbatim report of the public meeting:

The exercises were opened by prayer by Rev. W. W. Landrum, D. D., as follows:

. . . . We desire to recognize Thee this evening as our Creator, our Benefactor, our Preserver, our Father and the August Judge before whose door we must all at last appear to give an account of the deeds done in the body. We glorify Thee for all Thy loving kindnesses and tender mercy unto all men, and for those provisions of temporal and eternal salvation made clear unto us by Thy work, wrought out by Thy Son and made effective by Thy Holy Spirit. We thank Thee for the blessings which Thou hast bestowed upon our country, being grateful, as we are, for its peerless Constitution, for its civil and religious liberty, and for the large opportunities which it offers for the development of our powers, and for the working out of our careers; and we come to ask Thou wilt always guard our country, giving us domestic peace, and preserving our harmony with all the nations of the earth, and causing us in all things to set them a worthy example. And we come, especially at this time, to thank Thee for Thy servants that constitute the Brotherhood on whose behalf we invoke Thee and whose exercises this evening we ask Thee to bless. We thank Thee for all that they have ever done, for all that they have accomplished for the behoof of the citizenry throughout the length and breadth of this broad land. We thank Thee for their courage, for their fidelity, for their useful service in many capacities, and we ask that they may be strengthened in heart and mind; we beseech Thee, who art our God, give them sound judgment, give them lofty ideals as an organization, and as separate individuals, endow them,

we pray Thee, with all needful grace, and enable them, guided by Thy Spirit, in all their deliberations so to carry forward this Brotherhood that it shall be a source of admiration to their fellows in all the land. Bless, we pray Thee, their present meeting; may they do those things that bless them and bless their Organization.

Our Father which art in Heaven, hallowed be Thy name;

Thy Kingdom come, Thy will be done  
On earth even as it is done in Heaven;  
Give us this day our daily bread, and  
Forgive us our trespasses as we forgive  
those who trespass against us,  
And lead us not into temptation, but deliver us from evil;

For Thine is the kingdom and the power  
and the glory, forever, Amen.

Mr. Puckett introduced Capt. W. R. Joyner, Atlanta's Mayor, as follows:  
Ladies and Gentlemen:

The Grand Lodge of the Brotherhood of Railroad Trainmen have extended to you an invitation to meet with us here tonight, in the only open meeting that will be held during our stay of from ten days to two weeks. It is needless to say that this is the first time in the history of Atlanta that the Trainmen have ever gathered in your city. We are particularly pleased to see so many of our local people present tonight, and we trust that our exercises will prove quite pleasant to you, for the short time which we shall hold you here.

The first number is a welcome address by the Governor, and I am pained to say that I have just received a letter today from the Governor, who is in New York, which makes it absolutely impossible for him to be with us tonight. The letter I will read:

"Hon W. C. Puckett, Chairman, General Committee, Atlanta, Ga.:

"Dear Mr. Puckett: I regret exceedingly that I cannot comply with your request to extend a welcome in behalf of Georgia to the Order of Railway Trainmen on the occasion of their assembling in convention in Atlanta May 7th. It was my sincere wish to be with your committee and to mingle with the membership of this splendid Organization of brave and faithful men who

stand in such close and heroic touch with the lives of our people. It is necessary for me to be absent from the city for several days on business connected with Georgia's educational advancement, and I know that this explanation of my absence will commend itself to the great gathering which your committee has arranged to entertain. Give your guests to understand that as chief executive of the Empire State of the South, I voice the feeling of every homelover in assuring them a full and hearty welcome to Georgia's Capitol City, nor should they be allowed to depart without being impressed with the thought whether the Governor is at home or abroad, a Georgia welcome is so prompt, and certain that there is no danger of its being delayed, sidetracked or wrecked.

"With the hope that the convention will be an occasion of profit and pleasure, and that each delegate will have a safe return to his home, I am, with sincere thanks for your kind invitation,

"Yours very truly,

"J. M. TERRELL"

(Great applause.)

I now take pleasure in introducing a gentleman whom every man, woman and child in Atlanta is personally acquainted with, and who perhaps, many of you, regardless of what part of the country you may have hailed from, have probably read of,—of the "Cap." and his little red wagon. I take pleasure in introducing the Honorable Mayor, W. R. Joyner, of this city. (Applause.)

Mayor Joyner addressed the meeting as follows:

Mr. Chairman, President, Ladies and Gentlemen:

I feel very much honored by being allowed the privilege of welcoming to this city such a noble body of men, and so many pretty ladies. The local organization, I am satisfied, has done all within their power to make your stay with us pleasant, and I trust you will enjoy yourselves.

Permit me, Mr. President, to present to you the key of Atlanta. It is made out of our good old Georgia pine, and I trust, sir, you will accept it from the city and from me personally. (Great applause.) (The

President bowed his acknowledgment, and the speaker proceeded as follows:)

To the members of the Organization, I will say to you, that we have hung out the white light, and you have a clear track; all you have to do now is to hang the red light on the rear end and look out for the "High-ball." (Loud and continued applause.)

Mr. Puckett then introduced Mr. C. T. Ladson, the attorney for the Organization in Atlanta, as follows:

The next speaker, ladies and gentlemen, will be a gentleman who has for years given his time, his talent, and his money towards organized labor, battling through cold and through hot, day and night, for the betterment of our condition; the person who drew the first Child Labor Bill that was ever introduced in the State of Georgia; the man who did more towards its passage than any other one man; who has for twelve years been the legal adviser and counsellor of the Atlanta Federation of Trades and the Georgia State Federation of Labor. I take pleasure in introducing the Honorable C. T. Ladson, of Atlanta. (Applause.)

Mr. Ladson addressed the meeting as follows:

Mr. Chairman, Ladies and Gentlemen of the Brotherhood of Railroad Trainmen:

It is with very peculiar and decided pleasure that, in behalf of the working people of Georgia, we extend you a welcome to Atlanta tonight, for it was my good fortune two years ago, at your Buffalo convention, to extend the invitation from Atlanta and from Georgia workingmen to you, to visit us at this hour. I remember the occasion, I remember the strong competitive bids from other splendid cities, and I remember the extreme pride and gratification, when the vote was counted and Atlanta won in a canter. (Applause.)

It is an especial pleasure to welcome the Brotherhood of Railroad Trainmen. (Applause.) I am not here to indulge in full-some flattery; I do not usually indulge in that commodity, but from the bottom of my heart, and with utmost sincerity, I can truly declare that Atlanta has never had cause to feel greater pride in welcoming guests within her gate than she has to-

night in welcoming your truly magnificent Order. (Loud and continued applause and cheers.)

You have been tried and not found wanting, with a devotion to justice and fair play to your employers, with a conservatism and a love of law and order which has commended your Order not only to the employers, but to the citizenry of our land as well; officered by as sane and conservative and as clean a crowd of men as can be found in the country, the last two decades has seen such splendid work, of such order, that I repeat again, that never in the history of this fair city has a better, a more splendid Organization come within her gates. (Applause.)

The Georgia Federation of Labor is conservative, too. Indeed, Simon pure members of organized labor all over the country are true blue and conservative. (Applause.) Conservatism does not mean cowardice nor weakly yielding to unjust demands. It means manliness, fairness, love of law and order, love of country and love of God and man. (Applause.) That is the definition of conservatism that I speak of tonight. Georgia workingmen are thus imbued with noble feelings and aspirations; they do not want anything but what is just, and it is with such an organization, such an Organization as the B. of R. T. that the Georgia Federation of Labor feels a kindred spirit and bids me voice such sentiments tonight. (Applause.)

Your Order in 1885 had less than 5,000 members; in 1895, when Mr. Morrissey assumed the chieftainship, it had but about 18,000; tonight, from Canada, the young Titon of the North, to Mexico of the fair South, 90,000 members answer to the roll call, with an increase of over 1,500 per month. Truly, it is one of the largest organizations, numerically, in the world. During these last twenty years, you have paid out to wounded brother and grieving widow, nearly fourteen million dollars; there are a hundred million dollars of good insurance, first-class insurance, on your books tonight; and sad it is that the B. of R. T. man needs insurance, for one of the most pathetic records of the Order is that an average of one out of sixty or sixty-two

fall at their posts of duty, seriously injured or killed. The past year, nearly 1,400 of your brethren have fallen at this post of duty. It is sufficient to make the blood around the heart grow chilled. But, as I say, officered by such men as Morrissey and Dodge and King and the others, your interests are safe; your officers are entitled to sit in the "seats of the mighty." Your Grand Chief, Mr. Morrissey, cool, calm, clear-headed, as brave as a lion, as loyal as loyalty can be, has truly earned for you and for himself a lasting reputation throughout the land. (Great applause.)

I said that organized labor was true blue and conservative; occasionally, I say occasionally, those sometimes masquerading under the name of organized labor do cruel harm to you and the vast rank and file of organized labor throughout the land. Occasionally, demagogues and flannel-mouthed agitators and murderous anarchists using the name of organized labor as destroyers of liberty, in ages past, have committed crimes in the name of liberty, but, thank God, the American workingman as a whole, at bottom, is a lover of law and order and a lover of the flag, and will not bring disrepute upon his brethren or upon the flag. Occasionally, dastards defiling the name of the American workingmen, few but far between,—and I thank God that the South is free from it,—the hoodlums march under the red rag and the accompaniment of La Marseillaise; but the American workingman is satisfied with Old Glory and the Star Spangled Banner. (Great applause.)

I bespoke for Atlanta, in inviting you, gentlemen, here, sunny skies and flowers and fairest of fair women. Have I delivered the goods? (A voice: Yes, you sure have.) (Loud and tumultuous applause.) They are here; they will welcome you with open arms (Great applause)—not the ladies! (Applause, and a voice: "Bring 'em on. Applause.") They wear their hearts upon their sleeves, at least, gentlemen, and will try to give you the time of your lives. We are proud of this little "Cracker" city you see here, built up since Sherman passed here forty years ago,—proud of it down to the ground, and I have no doubt, that when you have stayed here

about ten days, that, like the balance of us, you will be thorough-paced, thorough-going Atlantians.

I thank you, and I am glad to see you here tonight, as I saw you in Buffalo two years ago. (Long applause.)

Mr. Puckett then introduced Mr. Jerome Jones, as follows:

Were I introducing to an Atlanta audience the gentleman whom I shall now introduce, I would say only two words, and I am not going to make any exceptions in this case,—Jerome Jones.

Mr. Jerome Jones then addressed the meeting as follows:

Mr. Chairman, Ladies and Gentlemen, Delegates to the Convention of the Brotherhood of Railroad Trainmen:

(A voice: Louder, louder.) I wish I could! It does indeed give me very great pleasure in bidding the delegates to this Convention a welcome to Atlanta. There is a close affiliation between the Railroad Trainmen and the various labor organizations of this country. I would that I had the power and the time to portray the indebtedness that we owe that great organization. It is a peculiar pleasure, I say, to welcome the delegates of the Trainmen to the city of Atlanta. Not only the trades organizations, but the working people throughout the country are not unmindful of the value of the services that have been rendered by the Trainmen to the various organizations of this country, nor are they inappreciative of not only the services, but the pecuniary services that have been rendered from time to time when such organizations as theirs have been in need.

We desire to welcome you to Atlanta tonight as working people; as working people, the working people of Atlanta stretch out their arms to you, figuratively and in fact, and bid you welcome, a hearty welcome to our City. (Applause.)

The working people of Atlanta know full well what has brought you here; they realize why you have come; they know it is not all pleasure that has brought you here; you have left your homes in distant cities, you have come to Atlanta to legislate, to perform acts and motions that stand for

the betterment of the American working-man (great applause) and as such, the working people of Atlanta bid you welcome. We bid you welcome to the City of Atlanta, in the name of thousands of women, the wives and daughters of our workmen of this City, who will watch your every act and every motion, feeling that what is done by your Convention may at sometime relieve them of much drudgery and perhaps penury and want. We recognize what you have done for the workingmen, we recognize the things you have done that has brought the American workingmen to the position they now hold and citizenry they have built up, of which any country might well be proud. As workmen of Atlanta, speaking to workmen, we bid you welcome here to your own houses, to your own home,—the working people of Atlanta bid me say to you that they bid you welcome in the name of the thousands of little children just lisping the name of "mamma" and "papa",—in the name of those (great applause), hoping that you may by your legislation make their lives easier in the future than their parents' have been in the past; in the name of the working people of Atlanta and thousands of little children, hoping that by your legislation, your acts and your motions, may make it much easier upon, not the field of battle, made gory and red with the blood of men merely, but that the industrial field, the peaceful fields, might be made brighter for them in the future. (Applause.) We bid you welcome, a hearty welcome, to this home, and I want to say to you that, as working people of Atlanta, we do not yield a jot in our loyalty to the American flag,—we want to bid you welcome here, as American workmen to American workmen, we look right into the whites of your eyes, and see the same blood coursing through your veins as courses through ours, and whether you come from the North or the East, the working people desire to say to you tonight, they bid me say that while the old veterans of both sides fought for home and fireside, and as they marched through the streets, whether it be in the north or in the south, some lame and deformed from what they had gone through, we would not take from them one

jot of the credit that is coming to them, we would not, when the good ladies here on the sidewalk wave their handkerchiefs to the men,—we would not detract from them 'one jot, but we do desire to say, gentlemen of this convention, that there are no greater heroes in the various battles of the late Civil War, none that is deserving of more credit, none who are entitled to greater consideration than the men of this convention and the similar conventions, who are fighting for industrial peace, and who are fighting for a standard of living,—men and women who deserve the highest praise. (Loud and continued applause.)

It is indeed a fight for home and fire-side. It is not merely a figure of speech; we, who have done labor since our arms have seen nine years of age, know what it is to battle and battle for rights. Gentlemen of this Convention, I desire to say to you that for one, I never did believe that there was a conflict between capital and labor. There is at times, through the arrogance of some purse-proud fool or some demagogue on the other side, who occasionally does make a little local war, but there cannot, nor will not, nor never will be a conflict between capital and labor;—organized labor is so entrenched in public opinion that capital dare not say "come one jot further." On the other hand, the labor unions of this country, as your own, are so filled with self-respect and so full of the rights of others, knowing and demanding the same rights for themselves, it precludes a possibility of personal conflict of any kind.

Ladies and gentlemen and delegates to this Convention, again we say that we bid you welcome to your own houses, to your own home. (Long and continued applause.)

Mr. Puckett then introduced the Grand Master, Mr. Morrissey, as follows:

The next gentleman I will introduce to you tonight, though the majority of you need no introduction, but to you who do not know him quite so well as we, I desire to say that it is he who has steered our old ship along so safely and never ran us up against any rocks or billows, and he to-day stands the beloved Grand Master of the greatest labor organization in the world. (Loud and continued applause and cheers.) It has been through his careful guidance

that it is possible for us to say and to point to our record with pride as having plenty of funds to finance the deal,—I take pleasure in introducing to you, a man who is beloved by 91,000 B. of R. T. men, Brother P. H. Morrissey. (Tumultuous applause and cheers for the Grand Master.)

Mr. Morrissey then addressed the meeting as follows:

Ladies and Gentlemen:

In performing my duty tonight as a good head-brakeman, I will go forward with my switch key and open the switch (great applause) and head this B. of R. T. tonnage train in on to Atlanta's passing track. While here, we will switch a while, then cut off and back in on to your house track (great applause) and load up (laughter and applause) a few car-loads of good wishes and genuine Georgia hospitality. (Great applause.) Our engine will take water often (laughter and applause) at your Lithia tank (laughter and applause.) We will do considerable switching; occasionally one of our crew will miss a cut and it will get by them and they will come together pretty hard (laughter and applause) but after all of our work has been done, after our switch list has been cleared up, and the head-brakeman proceeds to open the switch that permits our train to leave Atlanta, and after our conductor has registered "out," I can bespeak for the entire crew in saying to the representatives of your City and State, that by no act of ours, whether in or out of Convention will you be sorry we have side-tracked here. (Long and continued applause.)

Taking a retrospect view of the struggles for the Christianizing and moralizing influence of organization among workmen, I was impressed this evening to witness this splendid labor meeting opened with prayer. Years ago, when workmen were without the elevating influences of organization, whenever they would assemble for any purpose, instead of their meeting being opened by prayer, it might have been opened by a corkscrew or a bung starter. (Laughter.) The meetings of practically every labor association are opened in the name of God; His name is the basis of the Christian labor movement, it is one of the essential requirements of membership that a man must be-



lieve in Almighty God, and any man who is loyal to his Maker will never be disloyal to his family, his country or his fraternity. (Applause.)

"It has been my good fortune to represent our Brotherhood on many previous like occasions. It has always been a pleasure to meet the general public, explain our organization's purposes and achievements, and to set forth briefly what we believe its mission in life to be. We have been honored by being royally welcomed by the chief executives of other cities where we have assembled, and have felt perfectly at home by their municipal firesides, but never before have we received warmer welcome, or more earnest assurances of personal and civic regard, than we have this evening from your representatives.

"Atlanta, of historic memory, has opened her gates and received us as her friends and brothers. Something of a difference between the days of '64 and now, and we fervently hope and pray that there will never again come a time when as between citizens of a common country issues will arise as a result of which the smoke of the cannon will supplant the smoke of industry.

"The delegates to this convention, to the number of 760, represent their associate workmen on every line of railway in the United States and Canada. They have come to your city to carefully consider such questions as they believe will better conserve the interests of their organizations, and, in turn, confer corresponding advantages on all workers. They represent 90,000 as good men as can be found anywhere on earth. Their right to be so called has been proved in the terrible story of injury and death that is annually told. When it is remembered that each year the railroad men suffer casualties in number equal to the entire army of the United States, the awful sacrifice necessary to carry forward the transportation business of these two great countries can better be appreciated.

"In this country, where the professional risk of dangerous occupation annually claims a half million victims, there is no one class that sacrifices so much of life and limb as our brothers of the rail. When I tell you that in the year 1906 for every sixty-two members of the Brotherhood we

paid one death or total and permanent disability claim, you can understand the force of my statement when I say there are no better or braver men in our industrial life.

"The report of the interstate commerce commission for the year ending June 30th, 1906, shows that there were 595,456 men employed in the transportation service, and that of this number 55,524 were either killed or injured. There are few, if any, battlefield records that equal this yearly showing of death and disaster—this tribute of human life and distressing injury paid by these soldiers in the great army of commerce. One of the most distinguished judges on the federal bench, Hon. Emory Speer, whose citizenship Georgia proudly claims, in a recent decision sustaining the constitutionality of the National Employers Liability act, said of the service to their country of the railway men: 'But Congress has at length determined that there shall be a uniform law for the protection of that army of more than a million of men engaged in interstate traffic, an army whose courage, decision, patriotism and intelligence may not be surpassed.'

"The Brotherhood of Railroad Trainmen is a fraternal, insurance, protective association, twenty-four years of age. In its comparatively short life, as we measure time, it has paid almost fourteen millions of dollars in death and total disability claims; it has increased wages and decreased hours of service for the classes of employes that it represents, that mean an average increase in earning capacity per man of more than 50 per cent. Its fraternity is not of the high-sounding kind that contents itself with attending the "last sad obsequies of the departed," but it is the kind that stands by a man through life, that makes the fellowship of association a living evidence of the brotherhood of man.

"When it comes to the parting of the ways, and the passing over into the Great Beyond, the Brotherhood is there steadying the faltering life shadow with assurances of protection for those left behind, and after life's course has been run, it reaches out its strong arm of benevolence, and takes care of the widowed and fatherless. There are not so many fancy allegories attached to our fraternal feature, but there is that

feeling of mutual concern that is to be found only where all interests are in common. We say we will protect our brother and we do it quietly, sympathetically and, we believe, effectively.

"The brotherhood is in full sympathy with all honestly organized and rightly managed labor organizations. It does not question the right of any organization to manage its affairs according to its own ideas, and it reserves to itself the same right; but when other organizations presume to unwarrantedly interfere with us in the exercise of our rights, and to question the policy of the Brotherhood when it is carrying out its obligations fairly and squarely, according to its laws, then we say most emphatically, 'hands off.'

"We recognize the right of every man to work and earn his living. Further than that, we recognize the necessity for every man to take care of himself and his family, consistent with the best established living standards. We do not interfere with the right of any man to work unless he attempts to work for wages that mean a lower standard of living for ourselves, and then we do object in no uncertain manner. It may even interfere with what is often mistakenly referred to as the personal liberty of the individual. Rather, it seems to us as personal abuse of liberty; for where is there exercise of liberty when an employe works for wages that will not house, feed and clothe him and his family? Where is there liberty when a man accepts a wage that he knows will not permit him to live without the assistance of charity? This question of personal liberty is much misrepresented, and particularly so when the workman has the choice between starvation wages and the alms house.

"We stand for the independent workman; not for the individual, but for the mass taken collectively, and working as an individual. It is the highest form of the labor organization movement. It deprives the workman of his liberty only to the extent that he shares in his self-government with others, just as you and I sacrifice our individuality when we obey the laws of our country. We are free and independent to this extent and no further. So it is with the man in an organization. He is inde-

pendent to the extent of the ability of his organization to make him so. Without an organization, he may retain all of his personal liberty as it relates to a division of it with his fellows, but he has none at all when he asks for work, and must accept such wages as his employer allows, or take his personal liberty over the hills to the poor house. We do not stand for that kind of personal liberty.

"The progressive labor organization of today is an effective force for general good. It is not working for the immediate present only, but for the future. Every move it makes is for all time. Questions of expediency that promise temporary results are not set above substantial principles of permanency. We do not follow the will o' the wisp of the moment, however alluring it may be, but stand fast to those policies that endure. We build slowly, but we build for all time. We cannot sacrifice reputation for momentary gain. We realize that our word must be as good as our bond, and I know I speak advisedly when I say that there are about 90,000 members of this organization who stand with me in declaring that they will abide by their agreements with their employers when they have been regularly made, regardless of what others may say concerning us.

"There is no half-way policy with the Brotherhood of Railroad Trainmen on this vital principle of labor organization conduct. Here and there certain ones have been led astray, but the organization itself will always stand to its contracts and carry out its obligations. One of the most difficult lessons that organized labor has to learn is to keep its word inviolate. The Brotherhood is recognized as fair and above board in its dealings, and its reputation for business integrity is not challenged by either the employer or the fair-minded members of other organizations. It is a pleasure also to say that our associate organizations in the service have been just as insistent in following the same policy.

"The labor organizations of this country have been the economic schools in which the masses have been brought together, and their ideas of living standards raised and assimilated with those of the better paid classes of wage workers. They often are

the only school the workman has ever known. They afford men an opportunity of training themselves in self-government and the art of discipline. I know many men who gained their education after they came to the Brotherhood and saw the advantages their fellows had as compared with their own. They came to it without purpose, without economic knowledge of any kind, with their ideas distorted by false and prejudiced theories. It has been the work of the Brotherhood to open their eyes to a knowledge of right, to start them correctly as to the relation of the citizen to the state, and of the employe to their employer.

"We have given our attention to legislation that is intended to protect every man, woman and child in employment; to secure the same application of law to every person living under its jurisdiction, and to bring about a condition wherein the man can be the bread winner, the woman the queen of the fireside, and the children can go to the school and the playground instead of to the loom, to the machine or out into the street. In all things we strive for a better working and living condition, and a consequently higher degree of citizenship.

"Primarily we are for peace, and we are for all the time under proper conditions. Strikes are drastic and especially so where the interests of the public are so closely interwoven as they are with the railway. The past year has demonstrated that we are not inclined to take unfair advantage of a situation, for labor has been scarce, particularly experienced railroad labor.

"We will confer a long time before we will strike, but if the necessity comes and there is nothing else to be honorably done, we will strike and strike hard. But where intelligent thought governs an organization, there is not much danger of a strike if both employer and employe will be but half fair. As organizations become experienced, their degree of intelligence is increased, and there is less danger of strikes, but the association of workmen, no matter what its name or policy, that forgets how to fight when necessity compels it, is hardly a labor organization. Perhaps it thinks it is, but it is mistaken. It is like an army with banners, but without guns.

"The Brotherhood of Railroad Trainmen

has no need to apologize for its performances during the years of its existence. It has done its work conscientiously and well. In its dealings it has striven to be fair and just to all. Instead of arraying employe against employer, class against class, it has been the 'constant endeavor of this organization to establish mutual confidence and create and maintain harmonious relations,' and it has contributed its full share toward securing rightful relations between labor and capital, which, after all, is the best guarantee of industrial peace.

"Like everything else of human origin, it has made mistakes. It makes them still, but it succeeds in spite of them. It stands for its methods not because it fears the employers, but because it thinks it is in the right. In twenty years this organization has revolutionized the moral, intellectual and material conditions of the men we represent.

"From a disorganized, underpaid, unrecognized and unappreciated mass, we have reared the splendid structure that is ours today. From an unthinking, dependent set of men we have become a positive, active and intellectual force.

"We have waged war when war was necessary, but our greatest triumphs are those of peace." (Long and continued applause.)

Upon completion of the Grand Master's address, Mr. Puckett introduced Hon. F. A. Burgess, as follows:

There are many of you here tonight who will appreciate the position you have been in, in numbers of times in the past; we have with us tonight, a gentleman who represents a class of men who are very closely allied to the Trainmen, and who are very much beloved by the Trainmen, and who never go anywhere unless the Trainmen go with them, and who never start out but that they get there ahead of the Trainmen, and who have always loaned a willing and a helping hand to the Trainmen. Many have been the times that they have come back half way to meet you and borrow a little of your black oil; at other times you have run along the side of the car to carry a little "dope" to put in the driving box to make that run cold; they have run back to you when you were near the front end of their train and held the flambeau for

you to put a brass in; they have done many things to assist you on the line, ever willing and ready to assist you, and tonight I have the pleasure of introducing the Assistant Chief Engineer of the Brotherhood of Locomotive Engineers, Brother F. A. Burgess. (Loud applause.)

Mr. Burgess then addressed the meeting as follows:

Mr. Chairman, Ladies and Gentlemen, and I think I have the right to use the words "Brothers and Sisters":

It has been said by some eminent man that there comes a time in every person's life where he or she is brought to the full realization of their littleness; and I am ready to attest to this grand body tonight, that in no time in my life have I longed for the eloquence of some of our distinguished gentlemen in order that I might more fittingly and more properly extend to you the fraternal greetings, the good wishes and the prayers of the Brotherhood of Locomotive Engineers, any more than I do now. (Applause.) That is not flattery; that comes from the very fullness of my heart, and I know that I voice the sentiments of 58,000 Engineers when I speak as I do. (Great applause.)

It is not to be wondered that an expression of that kind would come to the great organization which you have the honor to represent. You have made such a wonderful growth,—and when I say wonderful growth, I do not mean numerically, because that would be a growth without wonder, but you have astounded the world by the wonderful improvement you have made in your general character, under the proficient leadership of the illustrious gentleman who sits on your platform tonight. (Applause.) I have only had the pleasure of knowing, or becoming acquainted with, Brother Morrissey a very short time, but long before I knew him even by sight, I knew of his reputation, and his work together with his associates places you in the exalted position that you occupy tonight. Another very pleasing testimonial to me in regard to your general character and your manliness, and must be to every man, that is, that you are accompanied here so largely by your ladies. (Great applause.)

I have no hesitancy in saying, and I challenge contradiction from any source whatever, when I say that the ladies connected with the homes of the railway men have never received the credit they so richly deserve. This great transportation interest cannot be carried on only by a well-cared for brain, and that can not be accomplished only by a well-cared for body; and the clean home and the well-prepared food is what gives a large part of the safety to the railway travel today. (Great applause.) Not only that,—and I want, my friends, to ask you not to charge me with being guilty of flattery, because it is beyond the power of any man, no matter how eloquent he might be, to flatter a good woman. (Great applause.) She deserves everything that he can say complimentary in regard to her. Now then, the ladies of the railway men, and in fact, the ladies of all the American people, are the custodians of the home; they are the trainers and the tutors of the future American citizen. I care not who you place in the Presidential chair, who you send to your legislative halls, as long as you retain the love of the American home, your republic is safe under all kinds of circumstances. (Great applause.) Long, long after the old mother is laid away in her grave, the boy obeys her teachings and her commands; so, my brothers, when you bring your ladies, when you are guided by their counsel and advice, just so long will your organization prosper, regardless of who may attack it from any source whatever. (Great applause.)

Now, just a few words, for I will not trespass upon your time,—in regard to labor organizations. I believe it is quite proper and fitting that we should talk along that line, because we have some gentlemen here tonight who perhaps are not affiliated with any labor organization. We all know that for ages past, this great question has confronted labor and capital. Perhaps the first labor organization, or revolt, as it was termed at that time, began in England in the year 1381. From that time until the present day, the conflict has never wholly ceased; but in the past few years the great question has changed its complexion to some extent, and has drifted into the problem of whether labor organizations are not

detrimental to the best interests of the people, looking at the matter both from a commercial and a social stand-point. To my mind, the matter is so clear that I have not the slightest hesitancy in saying that no well conducted labor organization has ever been detrimental to the best interests of the people, looking at the matter from any standpoint you may choose. (Applause.) Neither do I believe there is tenable ground for any man that is broad-minded to view the matter differently, providing his vision is not obscured, or his sense of justice measured by the circumference of a dollar. (Long and continued applause.) Capital and labor are the two agents that operate on the raw material to produce results. One absolutely valueless without the other, both being equally indispensable, there can be no good reason advanced why both should not share just and equitable results, or rather, I should have stated, a just and equitable share of the results produced, and because labor is organized, or because a man is chosen a leader of a labor organization that is no reason to believe that he or his organization, is unfriendly or unfair to capital, because if he or his organization were antagonistic to capital, he would be labor's worst enemy, for capital is very timid, and if treated unfriendly, will quickly withdraw, and a universal withdrawal of capital certainly and surely means universal suffering among those that toil. Again we are told by our opponents that a leader of a labor organization becomes a dictator. My brothers and friends, no well conducted labor organization is governed in any other manner only by the will of the majority, and instead of being a dictator, he is, to a very great extent, their servant. So that argument is very weak indeed, and if you could follow him through his different counsels, you would find him at all times counseling for conservatism and wisdom, and much of the conservatism that has attracted national attention can be directly traced in many instances to their leaders, and that remark is very applicable to the Grand Master of the Brotherhood of Railway Trainmen. (Great applause.) We are further told, and I was somewhat impressed with Brother Morrissey's remarks,—that it

destroys the independence of the American workmen. Now, the speaker can readily understand why any argument arising on independence would appeal to the American people, for I am absolutely astonished that any man would so thoroughly hoodwink himself to the extent that he would believe that an argument of that kind would be believed in an intelligent class of people. Collectively, you have a voice in your compensation; individually you have none; you are simply told what you are to receive, and in many instances, you are not accorded that privilege.

It is absolutely ridiculous, as Brother Morrissey has stated, only in a little different words, to talk about a man exercising his own free will when his existence is in jeopardy. It is true when he can see his hungry children in destitute circumstances it will quickly bring him to the full realization of his helpless and his hopeless condition.

Perhaps the most amusing charge against labor organizations is that it creates, or rather, that some of the leaders are not prompted by the welfare of their constituents,—that they are bribe takers. The speaker is willing to admit that in some instances, that is true, but in the sight of God and man, a bribe taker is no more detestable than a bribe giver, and there can be no bribe taker if there is no bribe giver, and if labor is responsible for the creation of the bribe taker then I ask you, in the name of all fairness, who creates the bribe giver? (Great and continued applause.)

We are again told that labor organizations interfere with the commercial development of the country, which can be refuted by simply pointing to the wonderful growth within the past seven or eight years. The commercial development has exceeded the most sanguine expectations of our greatest and ablest financiers, while labor organizations have trebled their membership. So my friends, let us take a view from the social standpoint; and I believe the facts will bear us out more than they do from a commercial standpoint, because it is a well known fact the closer you are to poverty, the nearer you are to crime, and crime of the very worst sort,—that of sending your children to the workshops, to

the factories, and to the coal mines; and it is a matter of record in this great country that children 7, 8, 9 years old work six days in the week, ten hours a day, for the sum of 54 cents. Think of it, my brothers and friends! Little children working for nine cents a day,—baby men and baby women sacrificed for the greed of a few dollars. If such an act of that kind is not a hot-bed for the cultivation of crime and immorality it certainly and surely casts a blot upon the pages of American history. (Applause.) It is a desecration of the graves of our honored forefathers who founded the American Republic. It makes a burlesque out of our oft repeated proclamation that there shall be no slavery within the boundary lines of the United States. This Republic spent billions of dollars and countless lives to unshackle the negro, and yet you will chain baby men and baby women to the loom, to the factory; think of the girls sent to the factory at eight years old to stay there until she arrives at womanhood; should she then be the woman to train and tutor American citizens? She is no more fitted to do that than a person who never had any training at all.

No my brothers and sisters, if labor organization never did anything only loan their hands to destroy a practice of that kind it would then erect a monument that would stand for time immemorial. (Great applause.)

So, when we view the matter from all standpoints, I believe there will be very little room to complain of labor organizations. As long as labor respects the rights of capital, and realizes that capital must be protected by wise and equitable laws, and capital recognizes the rights of labor and realizes that it must have equal protection, and both recognize and honor the rights of the American people, I say that strikes will be known by memory only, and it will lead to American commercial supremacy, as well as to the abolition of those human institutions that exaggerate the differences between man and man, giving to some unlimited wealth that is unearned, crushing others with poverty that is undeserved. (Great applause.)

So, my friends, let us continue along the same lines; let us live an upright, clean,

honorable life, so that your Grand Master, or whoever is representing him, can walk into any office and say, "You may get men but you never can get the men or duplicate the ones that the Brotherhood of Railway Trainmen can furnish you." (Great applause.) That is not hard to do; all you need do is be gentle, listen to the teachings of your mother, the advice of your sisters and your wives, and the teachings of your organization, and some day your organization will grow, its influence extend wider and wider, until we shall see that grand old bird of prey, the American eagle, perched on the highest pinnacle of fame, grasping in one talon the stars and stripes, and in the other the insignia of Capital and Labor. (Great applause.)

Now in conclusion, my brothers, let me once more say to you on behalf of the organization which I have the honor to represent, that we wish you God-speed in your deliberations—you have our kindest, our best wishes, fraternally and any other way that you want to term it,—and we only trust and pray that He who rules the universe will spare your lives and give you health and strength and mind to enact the laws that will redound to the credit of your organization, and such is the prayer and wish of 58,000 Locomotive Engineers. (Great and continued applause and cheers.)

Mr. Puckett then introduced the next speaker, Hon. L. S. Coffin, of Iowa as follows:

I now take pleasure in introducing to you, and especially to the younger delegates, the delegates who have not attended before and who are here at their first Convention, a good old gentleman, who has followed us up; who attends all of our Conventions,—a gentleman whom we meet and who meets us with the glad hand, and whom we are always proud to see, and he is always proud to see us,—the Honorable L. S. Coffin, of Iowa. (Great applause.)

Mr. Coffin then addressed the meeting as follows:

Mr. Chairman, Ladies and Gentlemen,—Delegates to this Convention:

It is with a great deal of good feeling, a great deal of pleasure that I am permitted to stand before this great audience tonight. I want you to be in sympathy with me;

and if I was in a religious meeting I might say I wish you would pray for me while I talk. But I have your good wishes, and the inspiration from that is grand.

For some reason, I have been somewhat in a reminiscent state of feeling and thought tonight, while trying to hear these other people who were talking, and little could I get, but I made myself bold to move up here, and I got considerable of what the last two speakers said; I am fortunate about my hearing just now. I have tried to take in the situation as regards myself and my relations to this present surrounding. It may seem a little strange to many of you as you look me in the face, if I say that I am older, that I antedate all the railroads of America. I am older than any of the railroads of America, and when I realized that, sitting here, and thought of the present state of affairs I said to myself, "Can it be possible?" Possible that such a great change and many changes have taken place in my short life? But it is so; it is so. And then I thought, why is it that I am here? I am not a railroad man; I was, a while, living in Ohio some five or six or seven years, I was somewhat engaged on a peculiar kind of railroad. Some of you folks didn't like me for it, but that is all passed now; they used to call it underground railroad. I was made that way, I suppose. I could not help it. But the present surroundings! Think of it! Think of it! The rapid development of the railroads in this nation, and think of this great organization of which this dear brother here, I mean here (pointing to the Grand Master) is at the head, with his associates here standing at the head of this great Organization, almost a hundred thousand strong, able-bodied men, the very pick of the wage earners of this nation, the very cream of the labor in these railroad Organizations, the very cream. (Great applause.) And it is no flattery; I am only stating the facts that those outside, any other occupations they take up with are what the railroads won't have. I am a plodding farmer, an agriculturist, I like good hands, good men, and once in a while, when there is not much freighting going on, some of the boys come over to Willow Edge farm and

help me through haying and harvesting, and they are mighty good help, too. (Great applause.)

Well, I wanted to speak of another thing. In 1883 a letter came to me one day from the Governor of the State of Iowa, and that letter was a commission making me one of the Railroad Commissioners of our State. We had a board of three; one had resigned, who is now the Secretary of Agriculture of this nation,—we called him at home "Tamer Jim," but at Washington they call him "The Honorable James Wilson." (Great applause.) And there was another Congressman, Senator Wilson of our State, and to distinguish them, we all spoke of this man James, as "Tamer Jim," and he and I have worked together many and many a day in the State Associations for Agriculture IN OUR State. He is one of those,—there are about a dozen of us,—they used to call the old guard,—watching for the interests of the farmers of Iowa. But to go back to that Commission; I thought of it while sitting here tonight,—a peculiar co-incident,—your labor organization born about the time I was born a Railroad Commissioner.

Now, what is this labor organization, and what is it for? I suppose Grand Master Morrissey has told you,—I got a little of it too; you will pardon me if I repeat a little. Why did it come into being; how happened it? Why, way back in those days,—I wish we could keep in mind something of those old days,—all sorts and kinds of couplings,—and back at those times, too, the wages were wonderfully exorbitant wages, you know, fifteen, or sixteen, and sometimes, after a man had been at it a while, twenty dollars, and perhaps a little higher—\$25.00 a month. And away from home a good deal, you couldn't very well take your dinners along, or your bed along to lodge away from home, but they would lodge in the cars, and pretty often,—you see the per cent here, but back there the per cent of those injured was a very large per cent,—and those boys, well, they were like you and I were when we were boys,—we wanted a house of our own and a wife of our own and have children of our own, but the question was, how to feed them. And another thought would come to them,

"supposing I get injured so that I cannot work any longer; supposing I get killed; what is my wife going to do; how are my children to get along." And they talked it over among themselves, and one day they said "let's go down to the yard and we will get into that old caboose over there and we will talk this over." And so, a dozen—was there a dozen, Mr. Morrissey? Eight! Eight! eight of them got in there and talked it over. Now, how must we do? This passing the hat around when one of our brothers is killed to get a little bit for the wife and children soon became an old story; it won't be much, and seems to me we ought to do something; let's fix something; supposing we enter into an agreement now,—we eight bind ourselves that if one of us gets killed, the seven will give so much to the wife, and that compact was entered into, and that was the start of this great organization that you are entertaining, Mr. Mayor, here tonight. I did not know anything about it until after I had been on that Commission Board a year or so, and I saw in the papers that there was to be a labor organization, the railroad men labor were to have their meeting in Burlington, in my State, about 150 or 200 miles from where our office was, and I read that paper, and I said, now what does that amount to; now, what is that? I have heard about the Locomotive Engineers being a Brotherhood, but here are some brakemen. Well, I said to my associates on that Board, "I am going down to Burlington just to see what it is. And when I got there, I heard this, that some of the citizens of Burlington thought there would be trouble, a sort of terrible riot or something; they went to the Mayor, —I don't know whether they ever cautioned you or not (addressing Mayor Joyner of Atlanta)—but they asked them to swear in some extra special police because there was going to be a labor organization there, and because they did not know what the outcome might be, you know. But the Mayor was a pretty level-headed sort of man, and he says, "Well, they wouldn't do any hurt." Well, I went down there, and I knocked at the door of the room,—not so big as this is, I don't think that hall that

you were in at that time was bigger than this platform, if it was as big,—and the doorkeeper asked me what I wanted, and I told him that I had the honor of being one of the Railroad Commissioners of our State, and I wanted to see what this Organization was, and that good, great big hearted man, Baldwin, came to the door, and caught hold of my hand, and he said, "Brother Coffin, I know of you, I have heard something of you; come right in; this is a secret meeting, but you come right in;" and I went in. The old saying is that "I went, and saw and conquered," but I went and saw and was conquered (great applause), and I have been held a prisoner ever since. This man can command me, his officials can command me, and they do sometimes, and I am at their command; I work for them because I know that great good flows out from this great Organization. (Great applause.) I know that (applause); I know that. Many, many, many a poor wife and children have had reason to thank God for the Brotherhood of Railway Trainmen. (Loud and continued applause.) Brother Morrissey mentioned a sum of money had been paid out to the families of this Organization, wives and children of members of this Organization, and I do not suppose that ten, perhaps, in this whole audience caught that and realized what that meant, when I say that way back when railroads were born in this country you might count on the fingers almost of one hand every man that was a millionaire in this nation at that time. It was a great sum to be worth a million dollars, it is a great sum, and there were mighty few millionaires. Well, a million of dollars; what do these boys do every twelve months? They go down into their pockets and take out over \$126,000.00 every month, to hand out, that is about the sum every month, I believe, handed out to the families of those that have been injured and incapacitated, and up to date, from that small beginning, in that little old car in New York, this Organization has raised and put out over fourteen millions of dollars. (Great applause.) Can you weigh that,—the good that it has done to the widows and fatherless children? Let that



be scattered broadcast, for I want to say something else pretty soon; I am glad this brother here is putting that down. I want you financiers to take that in; these boys of the rail, one year ago, back there, they were boys, brakemen, and it was the Brotherhood of Brakemen, saved from their little wages, small wages, of course, it has increased now, and should have been increased more, saved this vast sum and it is not given out as to paupers; no, no, it is given out to those that have earned it, and it is not any degradation or humiliation to accept of it; they tax themselves and bind themselves to stand by each other and their families. (Great applause.) That is not all; that is not all,—and I believe I was introduced to a clergyman here this evening, one or two; I wish that our churches,—and I am a church man; I am not worthy, perhaps, but I believe and I try to live like it, but I wish our churches would emulate the virtues of this great Order, when they say, almost with an up-lifted hand, “no member of this Order shall ever die in the poor house.” (Loud and continued applause and cheers for the Brotherhood.) That is what they are here for today, to be here for days and perhaps two weeks, consulting, legislating, getting the best wisdom from this great body of intelligent delegates, to know how to order this great Organization so it shall be of the best good to the families and to the State and Nation at large. (Applause.) That is what they are here for. They are a law-abiding body. Why, if I should ask this audience, outside of the Brotherhood,—how many strikes can you recall and feel confident about that this Brotherhood has been engaged in since its organization? Only just here and there, only one or two, that is all,—and I want to say that I lived on my knees praying, and on my knees I thanked God when I learned that through the level-headedness of your heads of the Order that this great strike was prevented that threatened the unions only a few weeks ago. (Great applause.) Your representative men of Atlanta ought to extend a great welcome to this Organization, because that man (referring to the Grand Master) had a good deal to do with settling that trouble.

(Loud and continued applause.) Emerging into and arising and going on to higher platforms, the nations are beginning to talk about having war no more; I guess they have learned it from these Brotherhoods. (Great applause.) The Grand President is for a square deal; I guess he has learned part of it from these Brotherhoods; for I know he has asked them very often to come and eat dinner with him, and I guess they had a pretty good dinner, too, and he has reached out and taken two of them away and put them up there; he knows where worth is, where ability is; and I am awfully afraid that this fellow will be lost to his Order before a great while. (Great applause.) I wish you would keep time for me (addressing the Grand Master), I forgot about it. But I want to get to another thing; I am still pretty close to these boys, to all these railroad Brotherhoods; for seventeen or eighteen years they have insisted on my standing as the nominal head, if no more, of a home for disabled railroad men, besides giving to the families of the injured one or the killed one, they are building up a magnificent home for every disabled, destitute, needy Brotherhood man. And we are right on the point of consummating that thing so it shall be a fixture for all time,—an endowment that cannot fail, that can never fail, an endowment, too, that no sound member will ever feel scrupulous of, yet accomplishes the grandest thing on earth. (Great applause.) You know, Harrison said in his inaugural, that it was a disgrace to our Christian civilization that men engaged in honorable profession, honorable pursuit for livelihood, should be in greater danger than soldiers in actual time of war. Brother Morrissey spoke about it tonight; that is so; right in this very day of peace, and a few years ago much more, but now it is terrible, for you cannot take up a morning paper, a daily paper, hardly, at all, but you will see a collision, engineer, fireman, killed, brakemen killed constantly. I am saying this for a purpose further on,—and he said it is a disgrace to our civilization, and he was a firm friend to the railroad men, and urged Congress to enact a law that should do away with that old man killer, that coup-

ler; do away with that method of men being on top of the cars to twist up the brakes; no matter how stormy, how dark, how terrible the cold, on to the top of the car they must go when the engineer called for brakes. But now, now, with the influence of President Harrison and some others of lesser light, we have a law compelling these safety appliances, and it is a grand law, and some here in this audience, some are here who are employed by the Inter-State Commerce Commission to be on the look-out, traveling here and there, to see if the railroads are living up to the exactions of that law, to save these men's lives; and let me make just this one statement here, then I will go on to show you what has been the past, and to a great extent now too. After that law of safety appliances had been in execution for two years, the Inter-State Commerce Commission comes out and says that the effect of that law has lessened the casualty to railroad men over sixty-five per cent. Now, just to show you what that means, when Harrison signed that law, there were 2,737 men killed that year, and over 23,000 injured. You can see at a glance, now, what that law is doing.

Well, now, Brother Morrissey said that the influence of this organization was helpful, intellectual and otherwise. It is, and I want it to be helpful in every direction, and that brother that stood here and spoke about the women and children in the sweat-shops,—I want this Brotherhood and its associate Brotherhoods to stand on so high a platform that every politician shall be obliged to stay at home by their vote, unless he will put a stop to that awful thing. (Great and continued applause.) They are the powers; they, like me, in some respects, or I like them, do not know any party, but I know the everlasting right, and I will vote for that, no matter what party it is that brings the right forward; so will these boys. (Great applause and cheers.) And now I want to come to another thing. There may be in this audience some politician. Is that so, Mayor? (The Mayor: I think not.) There most always is in an audience like this; there are politicians and politicians, and there are statesmen and poli-

ticians, and they get a bee buzzing in their bonnet, "Oh, I would like to go to the Legislature; I would like to go to Congress; I would like to be a Senator;" some of them, the bee buzzes so hard, "I would like to be Governor," and it might be, "If I could only be President," you know, buzzing, ever buzzing, and they think the cheapest way, because that is all the capital they have, is to abuse the railroads. There is such a feeling all through the nation, if they can excite the farmers or shippers and all like that, get them against the railroads, they will vote for me, you know, and it is all over this nation. I don't know how it is down here in this city, but in our State and adjoining States, there is the great stock in trade,—to beat the railroads, legislate, make two cent fares, cut down the schedules, and all like that, you know. Well, now, here in this nation are about one million and a half employed in the railroad work of all kinds, not altogether on the trains, but about a million and a half, approximately, so employed; that represents something like six millions of our people; one usually represents only four, but the usual way is to make it five, a man voting, he represents as a rule five, for the family, but many of these are young men, these are not married, but they have the mother and the brothers and sisters to look after generally, and they work for them, but make it four, and there are about six millions of people in these United States depending upon the railroads' wages they get for a living, about one-fourteenth of our population. Now, take these men in your Legislature; take those men up at Congress, when they are working to get that railroad legislation, as they think, to beat the railroads, try for, you know, two cent fares, and all like that,—do they ever think for one moment of these six millions of people that are dependent upon the wages from the railroads for their support? Now, there is a good deal of a question about that, Morrissey, a good deal, and these railroad boys, men in other Brotherhoods are thinking about that, and these politicians that have got that bee buzzing may feel the power of the vote of these Brotherhoods on that

question, and it is absolutely right that they should; you all know that; absolutely right that they should let them stay at home. Let statesmen arise, let these men vote for men that are men, seeking the best good of all, let them be sent to occupy positions of influence and lawmaking. Now, this is not ranting at all, no, I am talking plain common sense and fact; these boys won't make any fuss about it. I can tell you something; there is one man from our State, one of our delegation in Congress, promised me faithfully "I will vote for that coupler bill, Mr. Coffin, I will vote for that," but that man showed the "white feather" and voted against it. He had been elected by something over 7,000 majority, and he wanted to go back, and he had about 5,000 against him, to stay at home. (Great applause.) (Great applause.)

Now, I want to stop right here. I thank you for listening to me; I want to congratulate you on your wonderful growth; I want to congratulate the City of Atlanta in having such a Brotherhood here in your midst. You need not call in any extra police at all, you will see the most of these delegates tomorrow, going about the streets, going back and forth to their places of entertainment in this hall, with a little white button on their coats. (Great applause.) A little white button, and that little white button says "No whiskey for me." (Great applause.) That is what it means. There is one class of business in your town won't prosper very much by this company's being here, but—no matter, no matter. These men know what is best, they have made such an advance that hardly a delegate here in this great convention can properly represent his Lodge behind him, that sent him here, without wearing that little white button as a total pledge to abstinence. I thank you, and I beg your pardon, too. (Loud and continued applause and cheers.)

Mr. Puckett then introduced the Reverend Father John E. Gunn, who addressed the meeting as follows:

Mr. Chairman, Ladies and Gentlemen:

I thought in the introduction that would be given to me that instead of asking a benediction, that I would be requested to say night prayers, because it is getting so late. I was very much afraid that the only

thing left for us to do would be to get on our knees and say night prayers, but since the President has asked me to make a few remarks, I think it is only right that since the Governor of the State tendered a very warm welcome of Georgia to this magnificent Brotherhood, since the Mayor of the greatest City of the South, our own Atlanta, turned over the keys of the City to the head of the Organization I think it is only right that one other organization, strong and well represented in Georgia and in Atlanta, should offer a word of welcome in the name of the various churches, creeds, sects and denominations of Georgia and of Atlanta, I bid a very warm welcome to the representatives of 90,000 brave, fearless, strong, industrious workers. (Applause.) Ladies and gentlemen, from the bottom of my heart, and with all the fervor of which I am capable, all that I can say and all that I can think, I wish from the bottom of my heart to bid a word of welcome, a word of God-speed and of good-speed to the representatives who are here in the name of the Brotherhood of these Railroad Trainmen; the Governor has given a welcome, the City has given a welcome; and again, let this humble voice in its own weak way, welcome you, gentlemen, in the name of the church and in the name of the churches. There is nothing that we church men love or venerate more than the nation, than honesty, than loyalty, than worship. We say that the greatest prayer and the best of prayer that may be offered by man is let them be a working man. (Applause.) There are indeed men, I say, stout and lazy men, the man who does nothing, the man who will not work, that is the man of which the nation and the city ought to be afraid; and gentlemen, because you are workmen, because you represent a great organization, and because you represent a great cause, the churches generally join with the State and with the City in bidding you a welcome; and with that just now, one word of prayer and benediction, and in the name of the Father and of the Son and the Holy Ghost, I ask Thee, Almighty God, to bless this Organization, to bless the 90,000 men who make it up, to bless the representatives who are here in its name, to bless them, their homes, their children, their families and their cause. (Applause.)

## Worse And More Of It.

If a few of the State courts and the Interstate Commerce Commission do not behave themselves and let Standard Oil and other like corporations alone, Chancellor Day, staunch defender of the trusts in general, and Standard Oil in particular, may secede from the Union.

Ohio interfered with the business of the petroleum gentlemen, who have joined business forces with Providence, and secured almost a thousand indictments against it. St. Louis has a civil suit asking for the dissolution of the Combine and then to add to its miseries the Interstate Commerce Commission has called the Standard several hard names in the most scathing arraignment that has ever been published in a public document.

One year ago the Commission was authorized to investigate Standard Oil and its report shows that the job must have been to its liking, for it was fairly well done.

The Commission reported to Congress that Standard Oil's chief policy had been the ruin of its competitors; that ownership of the oil pipe lines had given Standard a monopoly because it was able to absolutely control the price of crude oil and the price which its competitors must pay; that railroad employees are used to spy on the business of competitors and furnish the information to the Standard; that the Standard has sold different grades of oil from the same barrel; that it has paid employees of other companies to spy on their employers and report to the Standard; that it has tampered with oil inspectors of different states; that it buys advertising space in the newspapers and fills it with prepared reading matter for Standard Oil defense; that railroads have used their rights of way to assist the Standard in its opposition to the building of other pipe lines; that railroad companies use Standard Oil products, pay double the independent prices and no one knows for what. To this mass of charges could be added the statement that nothing is too great or too small for the maw of the

Standard when it gets after a competitor. It stands charged with every crime except murder, assault and "biting its victims." Yet there are good grounds for charging it with the two latter mentioned offenses if its warfare against the building of pipe lines through Pennsylvania and New Jersey by the Independents is remembered. There were two occasions we remember when the opposition developed into a fair and square fight.

But, what is to be done. The Interstate Commerce Commission cannot assume any powers except to advise what may be necessary. Other eminent minds suggest that the matter be left to the people. This practice of leaving things to the people must make Standard Oil chortle 'way down deep in its chest. It has been leaving things to the people, and handing things to the people for so long, that the references must be taken as a joke by Standard Oil, which in its embarrassment mechanically raised the price of oil.

It has been said that developments of the kind now being made, that show up what the great monopolies really are and how far reaching their powers are, will be a great educator for the future. There may be something in this, for Rockefeller has given \$43,000,000.00 in the past two years to the cause of higher education which may have for its chief text book, "How to get money like our benefactor who donated, etc., etc."

The fact is apparent that if competition had been open and above board, if business had been carried on with a fair field and no favor from transportation lines and protective tariffs and if the independent operator and dealer could have been protected against the combination, the story would have been different and the consumer would not be subject to the whims of one great monopoly.

One very important fact has developed in this Standard Oil investigation and that is that Independent operators can meet the

Standard in the foreign markets where its absolute control is not permitted. The advantages that assist it to carry on its commercial brigandage in the United States are lost to it abroad and the other oil companies have a chance for the business.

The Interstate Commerce Commission has recently turned another good piece of business that has brought speedier results than its encounter with the Oil trust.

Through investigation it found that several corporations had illegally secured mineral, or coal, lands to the value of millions of dollars. The evidence secured was so conclusive that at the first threat of suit the Union Pacific Coal Company capitulated and offered to turn back its illegally gotten lands to the Government. The little trick employed was by way of certain persons who secured what is known as "Surveyor General's Scrip." This is a license issued by the general land office to people to whom lands have been patented by error, which really were not the property of the Government. The scrip entitles the holder to his choice of an equal area of non-mineral lands anywhere within the public domain. The Coal Company secured control of the scrip and used it to fasten upon lands in the best soft coal territory in the Wyoming field. The fact that the area taken under the scrip rights is mineral land illegalizes the occupancy of the Company and it is going to turn back its property to the Government. The titles of other companies to the same kind of lands will be investigated.

The Government has saved many millions for the nation through this investigation made by the Commission.

Now, back to Chancellor Day, he who

throws a fit every so often because he knows the working people are getting more wages than they earn, who knows they spend their money in riotous living and their spare time in saloons and other evil places, who demands more of these great trusts. Chancellor Day represents the higher education that is going to profit by a division of the Standard Oil spoil made through Rockefeller to the colleges that do not clearly define the term "monopoly wealth."

What will happen to the Chancellor if Standard has to pay the \$29,000,000 fines it is in danger of being assessed in Chicago?

This educator and his kind demand that such grand affairs as Standard Oil be permitted to enjoy greater powers and privileges even though the self same trusts stand charged with every dishonorable and criminal practice by one of the highest Government bodies.

Chancellor Day recently broke off the reservation long enough to shout to the President to cease talking about the railroad rates and values, about control of interstate commerce, about public rights and public assets. He advised him to hold to Lincoln's appeal to charity and mutual forbearance, to study Washington's farewell message and to give the people a rest. He would have the President talk on the Pure Food Law and refer to the debt of gratitude the people owe to such corporations as the one that has just been caught with the goods and the directors of which would be eligible for the penitentiary if the statute of limitations had not expired.

This is the remedy for all of our ills as offered by the man of the hour as he has discovered himself in Chancellor Day.



## Convention Work And Election.

The principal work of the Convention was confined to the disposition of disallowed claims and the constitutional changes, among which are to be found the creation of a Board of Insurance of seven members who will meet annually at headquarters and take up all claims that have been disallowed for any cause during the year. This committee will have the power to dispose of claims just as they have been disposed of heretofore by the Conventions. The change ought to save three days at the next meeting of the Grand Lodge. It was something sadly needed as the late Convention bears witness, and after trying for three days to pass judgment on the disallowed claims the body was perfectly willing to hand it over to a board of limited number, believing that there would be more fairness exercised in the adjustment of such claims.

The contention will not be raised that the Convention was unfair, but it can easily be understood how difficult it is for a body of more than seven hundred men to pass fairly on a question of disability or disallowance.

The body was large, too large to be a good working, deliberative body, but the members of the Brotherhood are slow to relinquish their rights to direct representation and no other plan than the present will succeed for several years to come.

The period of service prior to eligibility to membership was reduced to six months, and the year of probation has been done away with. The adoption of this law has filled a long-felt want. We hope, now that the long year of waiting so much complained of has been done away with, that our members, who knew we were losing thousands of men, will get after them and bring them into the fold.

Two members were added to the Grand Executive Board and as one member of the Board of Grand Trustees was elected to a higher office there was one vacancy to fill.

The insurance remains as at present and the next Convention will be held two years

from May, 1907. The triennial proposition must have been lost on the way to Atlanta, for it certainly was not very much in evidence. The change of name, or title, for the Grand Lodge officers was not adopted. The old names seem to have become a part of the membership and they did not care to let them go.

The JOURNAL was given a new name, which will appear later on, and it will be known as "THE RAILROAD TRAINMAN." The same style will be maintained and we trust the new title will be satisfactory to the readers of the JOURNAL. But when it comes we believe that many of its best friends will feel they have parted from an old friend. The management will try its utmost to have it retain a place in the affections of its readers and we hope the new name will soon be as acceptable to them as the JOURNAL has been.

It is safe to say that never before was a Constitution committee deluged with so many amendments to the Constitution, but when the work was done the body of the law remained practically as it was before the Convention, with the exceptions just noted.

There was an arrangement made whereby the Brotherhood can act in conjunction with the other railroad organizations for the purpose of building a Home for their disabled brothers. The usual resolutions were passed and will appear in a later issue of the JOURNAL.

The Brotherhood Committee of Altoona Lodge No. 302 did all they possibly could to entertain the delegates and visitors, but the task was an enormous one. They managed it all very nicely and gave the visitors a pleasant time. The Order of Railway Conductors, under the direction of Brother C. D. Knight, gave us an old-fashioned barbecue which will be mentioned at length in a later issue of the JOURNAL. Brother Knight is one of those easy, courteous gentlemen one likes to meet and know. His pleasant and genial manner makes one feel perfectly at home, and his attention to the

wants of the visitors who were his guests at the barbecue endeared him to all of us.

The barbecue was a new proposition, but from the whole roast pig to the joy water it was an entertainment we enjoyed as soon as we realized what was expected of us, which was merely to pitch in and have a good time. The Conductors did the grand for us and Captain Knight will long be remembered for his kindness and courtesy.

The delegates were treated to car rides, theatre parties and dances, one of which was on for almost every night.

The Convention came to a close after the following officers had been elected and installed: Grand Master, P. H. Morrissey; Assistant Grand Master, William G. Lee; Grand Secretary and Treasurer, Albert E. King. The numerical standing of the Vice Grands was taken out of the law and they will now be known according to the order of their election. The first one elected will be first in order of succession to fill a vacancy above his office, and so on down the line. The first one elected will be the senior and the others will follow in their order of election. Brother Tom R. Dodge, Val Fitz-

patrick, William Newman, James Murdock and Al. E. Whitney were elected in the order named. Brother Whitney was elected to the new position created as Vice Grand Master. The Board of Grand Trustees will be composed of Brothers James Hurlbut, Lodge No. 186; Hiram W. Belknap, Lodge No. 116, and William Dougherty, Lodge No. 140. Brother Dougherty has served on the Claims Committee for several Conventions and his work recommended him to the Convention. The others were returned.

The Grand Executive Board will be composed of J. W. Rhoades, Lodge No. 397; R. J. Powers, Lodge No. 71; O. C. Cash, Lodge No. 492; A. W. Evans, Lodge No. 195, and F. C. Lockwood, Lodge No. 752.

The Board of Insurance will be composed of R. W. Cartmell, Lodge No. 294; J. P. Ogden, Lodge No. 90; W. L. Moorhead, Lodge No. 312; K. R. Vought, Lodge No. 338; James Bryan, Lodge No. 108; J. L. Shaw, Lodge No. 448, and H. A. Adams, Lodge No. 577.

The next Convention will be held in the city of Columbus, Ohio.

## Full Crew Bills, Arkansas And New York.

The Legislative Boards of Arkansas and New York have been working industriously for a full crew bill for the railway lines in the two States.

The Arkansas measure has been passed and is in operation on every line, with one exception, that does business in the State. On that road there has been no change in train crews and the law has been ignored. It will now be a matter for the men to bring suit to secure its enforcement, in which they ought to have the assistance of the State.

Every enactment of this character is certain to arouse opposition to its application. It is the custom for several companies to accept the law and for the remainder to fight its enforcement through the courts. In this case the majority of the railways

have accepted the verdict, leaving one to fight the law.

The statute is a good one and provides for a freight train crew of six men, to consist of an engineer, fireman, conductor and three brakemen for every train of twenty-five or more cars. It does not apply to roads having a mileage of less than fifty miles.

The law approved by the Governor, March 28th, 1907, reads as follows:

### ACT 116

AN ACT to prescribe the minimum number of employes to be used in the operation of Freight Trains in this State and providing a penalty for a violation of this Act.

*Be it Enacted by the General Assembly of the State of Arkansas:*

Section 1. No railroad company or officer of court owning or operating any line or lines of

railroad in this State, and engaged in the transportation of freight over its line or lines shall equip any of its said freight trains with a crew consisting of less than an engineer, a fireman, a conductor and three brakemen, regardless of any modern equipment of automatic couplers and air brakes, except as hereinafter provided.

Sec. 2. This Act shall not apply to any railroad company or officer of court whose line or lines are less than fifty miles in length, nor to any railroad in this State, regardless of the length of said lines where said freight train so operated shall consist of less than twenty-five cars, it being the purpose of this Act to require all railroads in this State whose line or lines are over fifty miles in length engaged in hauling a freight train consisting of twenty-five cars or more, to equip the same with a crew consisting of not less than an engineer, a fireman, a conductor and three brakemen, but nothing in this Act shall be construed as to prevent any railroad company or officer of court from adding to or increasing its crew beyond the number set out in this Act.

Sec. 3. Any railroad company or court officer of court violating any of the provisions of this Act shall be fined for each offense not less than one hundred dollars nor more than five hundred dollars, and each freight train so illegally run shall constitute a separate offense. Provided, the penalties of this Act shall not apply during strikes of men in the train service of lines involved.

Sec. 4. All laws and parts of laws in conflict herewith are hereby repealed, and this Act shall take effect and be in force thirty days after its passage.

Approved March 28, 1907.

April 17, 1907.

The law for New York contemplates a full crew of six persons for every train of twenty, or more, cars, and applies to roads that operate four or more trains daily over the road or any part thereof.

It further provides a conductor or flagman for each light engine run over the road. This measure reads as follows:

#### AN ACT

To better protect the lives of railroad employees.  
*The People of the State of New York, represented in Senate and Assembly, do enact as follows:*

Section 1. It shall be unlawful for any railroad company in the State of New York, that runs

more than four freight trains in twenty-four hours, to run over its road, or any part thereof, outside of yard limits, any freight train composed of more than twenty cars with less than a full crew, consisting of six persons; one engineer, one fireman, one conductor and three brakemen, or a light engine without cars without the following crew: one engineer, one fireman, one conductor or flagman, when running a distance of ten miles or more, from starting point.

Sec. 2. That any superintendent, or his assistants or other officer, or employee, of any railroad company doing business in the State of New York, who shall send or cause to be sent out on any road, that runs more than four freight trains in twenty-four hours, any freight train whose crew consists of less than those named in section one of this Act shall be guilty of a misdemeanor, and shall be fined not less than twenty-five dollars for each offense.

Sec. 3. It shall be the duty of the board of railroad commissioners to enforce this Act.

Sec. 4. This Act shall take effect immediately.

The Arkansas law is in operation, while the New York proposition has not yet been passed, but it is expected that it will become an enactment in the very near future.

The Brotherhood has urged its members to work for measures of the kind. They realize the grave dangers that arise from time to time and are increased because there are not enough men on the heavy freight trains to safely care for emergencies and properly do the work on those trains.

There are certain States where the enactment of a law of the kind is out of the question, for the railroads control the sentiment of the legislative bodies. For the purpose of securing uniformity of legislation and its application, this measure must become a national proposition and a Federal law provided for its regulation.

There is no use in temporizing in this matter. Common safety demands legislative protection and it is just and proper that it be legally granted.





## Refused To Be Discharged.

In Kansas the railroads have a good deal of difficulty in providing competent men to fill vacancies in the train crews and other positions which do not offer attractions that are specially inviting.

At each division terminal there is usually maintained a "crew board" upon which is written in chalk twice a day a list of conductors and brakemen available for the following twelve hours. This list is posted by the "caller" or some other employe familiar with the situation, and from it men are chosen to fill the various runs.

One day an accident happened which caused some dismay at headquarters for, aside from breaking up some cars and tearing up some track, it shattered the plans of the superintendent, who was about to start upon a vacation trip.

Investigation developed that a brakeman had forgotten to close a switch properly, and the following train ran into it with the result noted above.

The brakeman was dismissed forthwith.

Six weeks later the superintendent boarded a freight train at a way station on the division and, mounting the "dog-house" steps in the caboose, was much surprised to find that same brakeman on guard.

"What are you doing here?" inquired the surprised official.

"Workin'," replied the culprit, with a dismal grin.

"Upon whose authority?" persisted the superintendent.

"Aw! I ain't lost no time a-tall," answered the brakeman.

Further questioning brought out the fact that the industrious one had been marking up his own name upon the crew board and in that way was being called regularly to go out on the run.

Asked why he had taken such a course to keep at work he replied:

"Well, boss; my credit for grub is good as long as I keep busy, but when me pay stops me chuck stops!"

He is working yet.—*K. C. Star.*

## An Error Of Judgment.

"Railway construction is progressing rapidly in Mexico," says a well known railway man, "but the management of the roads there is still far below our northern standard."

The official quoted tells, in this connection, of an American who formed one of a party of foreigners invited to take a trip over a certain Mexican line.

On the first day of the journey this American was sitting on the rear platform of the observation car. The train had stopped to take water, and as it was getting under way again a disreputable looking man swung himself on the bumper and began to climb over the railing. Whereupon the

American tried to push him off—this greasy dirty and ragged individual! who appeared to be trying to steal a ride. The Mexican held on, however, and yelled horribly in Spanish.

The American, too, yelled, and the two scuffled and fought on the platform until another member of the party came out to discover the source of the trouble.

"I'm keeping this tramp from stealing a ride," exclaimed the American.

Whereupon the friend burst into laughter. When he had recovered from his attack of mirth he said:

"Why, man, you're fighting the brakeman!"

# NOTES

WANTED.—To know the address of Clyde Y. Spencer, formerly a member of Lodge No. 276. Address J. E. Ward, Chanute, Kas.

WANTED.—To know the whereabouts of M. J. Kline; last heard of in Bonham, Texas. Address J. C. Wilson, Yoakum, Texas.

WANTED.—To know the whereabouts of C. P. Byrnes, formerly a member of Lodge No. 54. Address W. Brady, or C. E. Myton, of Fort Wayne, Ind.

WANTED.—The address of Thomas Clancy, formerly a member of Lodge No. 96. Tall, stout, dark hair and mustache. Address F. L. Dickinson, Financier Lodge No. 96, Dodge City, Kas.

WANTED.—To know the whereabouts of Andrew Gallagher. His parents are anxious to hear from him. Address Joseph Webster, No. 729 Lafayette St., Norristown, Pa.

WANTED.—To know the address of O. E. Coffin. He is probably located in Indiana. Something very important! Address George W. Read, No. 1484½ Larimer St., Denver, Col.

WANTED.—To know the address of L. A. Stout; last heard from in Memphis, Tenn., in 1906, employed by the Illinois Central Railroad. Address Mary Welsh, No. 423 Fifth St., S. E. Minneapolis, Minn.

WANTED.—To know the whereabouts of Sam Cox, a brakeman. Last heard of was in Chicago, Ill. Six feet one inch tall, blue eyes; sometimes wears a sandy mustache. Address Charles D. Cox, Birdsboro, Pa.

WANTED.—To know the whereabouts of W. V. Earl, of Raleigh, N. C., with S. A. L. Last heard of was with the Frisco at Birmingham, Ala. Warnie, if you see this, write me at Moberly, Mo. W. E. Duffy.

WANTED.—To know the address of H. F. Smith, a member of Lodge No. 231. His mother is very anxious to hear from him. Address Mrs. J. F. Smith, No. 932 Lincoln Ave., Bedford, Ind., or George Elbrecht, No. 1469 First Ave., Terre Haute, Ind.

WANTED.—To know the address of Fred Dupaw. Last heard from in Chicago; employed by the Illinois Central Railroad. He was formerly a mem-

ber of Lodge No. 297. Address his wife, Mrs. Katie Dupaw, No. 58 Cherry St., Rutland, Vt., or E. F. Butterfly, Agent, Lodge No. 297.

WANTED.—To know the whereabouts of Charles N. Johnson, formerly a member of Lodge No. 122. Last heard from in Commerce, Texas. Address Gerald Duryea, St. James, Minn., Lodge No. 384, or his brother, George B. Johnson, Pipestone, Minn. (Settlement of Estate.)

WANTED.—To know the whereabouts of Preston P. Caldwell. Last heard from at San Marcial, New Mexico. Formerly worked for the Illinois Central, out of Memphis. His sister's death and other very important news for him. Address Mrs. George Burgess, No. 5043-A, Wells Ave., St. Louis, Mo., or R. E. Merritt, Financier, Lodge No. 472.

## LIKES IT.

The "Ladies' Queen" arrived several weeks ago and has not varied a minute since, keeping excellent time, and is a surprise to all who see it. Some apparently expected to see a much inferior article. We are very proud of it.

Very sincerely,

H. R. VANCE,  
Journal Agent, No. 355.

TORONTO JUNCTION, ONT.—Lodge No. 255 is getting along very nicely, and has been for some time. We have a steady increase in membership, and always have an application or two on hand.

Railroad work is very favorable in Toronto and vicinity at the present time, and the indications are that it will continue for some time. Any brothers coming this way will be made welcome.

JOURNAL AGENT, Lodge No. 255.

OAKLAND, CAL.—Lodge No. 71 had a splendid meeting on April 9th. A number were initiated and several applications were received. The state legislature has passed a liability bill that promises to hold the employers liable for all accidents that are received while in employment.

There is plenty of railroad work on the Coast for anyone who desires to come this way.

H. S. FOWLER,  
No. 620 Magnolia St., Oakland Cal.

ALLANDALE, ONT.—Lodge No. 377 has been doing splendidly in gathering the non-members into the fold. There are a number of applications on hand, and some of our members have become interested in the JOURNAL subscription work, and are

placing the JOURNAL among the business men of our city. In fact, only one business man has refused to subscribe.

Brother Murdock, Fourth Vice-Grand Master, paid us a short visit recently, and declared that he was very well pleased with our lodge.

W. F. MORROW,  
Journal Agent.

\* \* \*

NEW YORK CITY.—Lodge No. 197 has a membership of three hundred and thirty, and is admitting members at almost every meeting. The initiation is very interesting, and many of our members are right on hand to see the work done.

We were unfortunate in losing our Master, Brother James McCann, who was a member of the organization for twenty years, and was with our lodge for the last fifteen years. He was known by the younger members as the "father" of the lodge.

There is plenty of work in the Harlem River yards, and if our Grievance Committee work turns out satisfactorily, we will have the best yard jobs in the eastern country.

MEMBER LODGE No. 197.

\* \* \*

#### SURPRISED AT THE VALUE OF THE LADY'S "QUEEN" WATCH.

The following letter speaks in no uncertain manner of the pleasant surprise that came to one of the Agents for the JOURNAL, who secured one of the Lady's "Queen" Watches, which are given for thirty paid yearly subscriptions.

"Accept my thanks for the prompt shipment of the Lady's 'Queen' Watch. It is worth any one's time to work for one of them. Mine is perfect in every way, a good time keeper, of which any one can be justly proud. I cheerfully advise every member of the organization that the Watch is just as it is recommended by the JOURNAL."

Fraternally yours,

C. E. HARNISCH,  
Lodge No. 317.

\* \* \*

RUTLAND, VT.—Lodge No. 297 has a good membership, and is adding to it at almost every meeting, and the indications are that we will continue to admit members for some time to come.

Our officers are of the very best, and doing all that could be expected of them. Our committee has returned with a nice increase in wages and betterment in working conditions, for which we wish to thank them.

The lodge held a special meeting on April 21st, and Brother Murdock gave the members some valuable information regarding lodge duties, etc. We hope the brothers will take Brother Murdock's advice, and try to attend meetings more regularly.

E. F. BUTTERFLY,  
Agent Lodge No. 297.

\* \* \*

WINDSOR, ONT.—Lodge No. 316 is doing very nicely, and everything promises a prosperous future. We have a good attendance at our lodge,

but, still, there is room for some improvement. We trust every member will feel it his duty to attend all meetings of the lodge, and assist in every way he possibly can in the furtherance of its interests.

We hope that our members will not overlook the fact that all of their betterment in conditions has been brought about by the organization. We ask every member to do what he can to present the work of the Brotherhood to those who are not members and do what he can to have them join with us.

Our Seventeenth Annual Ball and Supper on April 2nd, assisted by Lodge No. 325 of the Auxiliary, was the event of the season.

ED. PALMER.

\* \* \*

HOULTON, MAINE.—Aroostook Lodge No. 393 held a well attended meeting May 5th. It was very encouraging to see the members turn out as they did, nearly every member being present that has a Sunday run here. I hope they will attend as well in the future, for I think if there is any place that the brothers should spend an afternoon, it is in the lodge room. It only takes two afternoons a month, and they have a chance to know what is going on, for every Brotherhood man that is a Brotherhood man will attend his lodge.

We are doing as well as the average, according to the size of the road. As soon as the men are eligible to join we get right after them. We have one or more candidates at every meeting. We had one last Sunday who feels better satisfied now that he is one of us. We have a good set of officers and a membership of about one hundred and forty-five.

We would be pleased to see any of the brothers of other lodges any time they are up this way. We meet the first and third Sunday in the month.

T. CROTHERS,  
Journal Agent, Lodge No. 393.

\* \* \*

#### LOST!

The following articles herein mentioned as lost, if found, will please be returned to the Financier of the lodge of which the loser is a member.

J. O'Donnell, Lodge No. 403, receipts for April and May.

E. D. Barbree, Lodge No. 710, receipts and card case, containing letters of the different roads.

Ernest Grove, Lodge No. 628, B. R. T. and Firemen's receipts; also two years clearances off the Lake Shore.

G. H. Gwin, Lodge No. 720, receipt case containing three years' receipts, a jeweler's watch check and about \$60 in money, at Atlanta, Ga.

T. L. Saxon, Lodge No. 747, B. R. T., receipts and discharge papers from the army; the latter papers were as teamster or packer in Cuba.

April 8d, Brother E. L. Eells Financier Lodge No. 747, forwarded to Brother William Roler, Shawnee, Okla., receipts for April and May, with order for the secret work. The receipts were lost, and, if found, return them to Brother Eells.

GREEN BAY, WIS.—Lodge No. 445 is in a flourishing condition. We have one hundred and fifteen members in good condition, and new ones coming in at every meeting. We hope to be close to the two hundred mark by the close of the year, and I know if every member will do his duty we can reach this mark without difficulty.

Our brothers have all kinds of excuses for not attending meetings. This is what we frequently hear: "I just got in and was too tired to get there;" "I was not feeling well;" or "I had company." They always manage to get around, however, after meeting and ask what was done at the meeting. There is only one answer that is good enough for them, and that is: "Attend meeting and find out."

We have some brothers who think that the only time they need to attend meetings is when they want our help in getting something for them. Brothers, you are mistaken, we want you at every meeting to aid us in the welfare of the B. of R. T. We have a nice new lodge hall now, which every member should be proud of, and it ought to be an inspiration to attend meetings.

Any brothers who happen to come our way will find us at home in our new quarters every first and third Sunday at 2 p. m. at the Eagle's Nest, No. 112 N. Washington St. We will give the glad hand to all visiting brothers.

JOHN L. LAKE,  
Journal Agent, Lodge No. 445.

\* \* \*

Please do not send us accounts of entertainments, funerals and letters of thanks, intended for persons or lodges, for publication in the JOURNAL.

There are, on an average, more than one hundred death and disability claims paid each month. If it were the rule, as it used to be, to mention each one of these to a greater or less extent, the copy would not be of interest to any readers of the JOURNAL except the lodge directly concerned, and if this were done and one hundred or more items of the kind were used, there would be a great deal of subject matter that would be practically valueless to the general organization.

The same statement applies to resolutions, on the death of a member, or any other copy that is of local interest only. It is a difficult matter to have our members understand the difference between a publication general in its character and a local paper. The former cannot prove interesting if it is to devote its space to matters of local moment only, while the latter publication depends for its popularity on its daily personal mentions.

The JOURNAL was also compelled to ask the brethren not to send photographs of switching crews, and the like, for the reason that so many of them were on hand that could not be used at once, that those who were delayed felt that they were unfairly treated, and in order to do away with the entire question, these photographs were discontinued, as a matter of necessity.

We believe that a little thought rightly applied to these questions will show the bulk of the readers that it is impossible to make a daily newspaper out of the official publication that is issued but once a month.

## Business Subscribers Received For May

Under this head the JOURNAL will print once the name, business and business address of each business firm, or, of each person in business for himself, or, representing a business firm as its agent who subscribes for one year. The idea is to inform our readers who among their businessmen have subscribed and to recommend to them the fairness of giving their patronage to those who have patronized the JOURNAL.

### PHILADELPHIA, PA.

Received from L. W. Jefferson, Lodge No. 363:  
J. J. Delane, Furniture, Carpets and Bedding.  
J. J. Brady, Groceries and Provisions; Navy Contractor.

Stone & Moffett, Furniture, Bedding, etc.  
O. L. Ehmann, Men's Furnisher.  
Chas. J. Braun, Watch Maker and Jeweler.  
John J. Orr, Coal Dealer.  
Geo. Bentelspacher, Tonsorial Parlor.  
Samuel Young, Coal Dealer.

### ALTOONA, PA.

Received from John W. Helman, Lodge No. 174:  
Wm. F. Gable & Co., Daylight Department Store, 11th avenue.

Leater Shoe Co., George L. Seal, 904 16th ave.

### SANDUSKY, OHIO.

Received from B. C. Slates, Lodge No. 397:  
Ed. Tenney, Saloon, 415 No. Depot.  
Wagner Bros., Kunzman Hotel.  
John F. Rosino, Boots and Shoes, 133 Columbus avenue.

Chas. T. Wolf, Century Cafe, 108 Columbus ave.  
Dan Arend, Avenue Cafe, 124 Columbus avenue.

### BUFFALO, N. Y.

Received from A. A. Van Houten, Lodge No. 187:

Chas. Shafer, Lake View Brewing Co.  
H. B. Colgrove, Mgr. Regal Shoe Store, 364 Main.

C. W. Miller's Transfer Co., Division street.  
Iroquois Hotel, Main street.  
Lafayette Hotel, Lafayette Square.  
Regal Dollar Hat Store, 520 Main street  
Wm. Hengerer Co., Main street

### NEW YORK.

Received from E. L. Troutman, Lodge No. 289:  
ROCHESTER.

M. E. Whitney, Tailor, 181 Main street, E.  
ROCHESTER JCT.

W. L. Terry, Hotel.  
WEST BLOOMFIELD.

R. P. Webb, General Store.  
HONEOYE FALLS.

W. A. Babb, General Store, Main street.  
ILLINOIS.

Received from Geo. J. Timms, Lodge No. 700:  
KEMPTON.

T. C. Rickards, Grain Buyer.  
FLANAGAN.

H. F. Mette, General Merchant.  
GRAYMONT.

B. H. Meils, General Merchant.  
ARGO, COLO.

Received from G. W. Stage, Lodge No. 680:  
Boston & Colorado Smelter Co.

## ST. LOUIS, MO.

Received from A. W. Lamoureux, Lodge No. 45:  
Jno. J. Hudson, Pittsburg Exchange, 329 E.  
Courtois.

## LOUISVILLE, KY.

Received from M. J. Foley, Lodge No. 156:  
C. C. Derr, Variety Store, 308 Bayley avenue.  
H. B. Driver, Laundry, 517 Fifth avenue.  
J. Gordy, Jeweler, 724 W. Market.  
Levy Bros., Clothing and Gents' Furnishings,  
N. E. corner Third and Market.  
H. Straus & Sons Co., Dry Goods, 416 W. Mar-  
ket.

Jas. J. Curran, Liquor Dealer, 312 First.  
Val Lester, Cafe, 442 W. Green.  
T. P. Taylor, Drug Store, 1656 Third.  
L. S. Byck, Shoe Store, 338 Fourth avenue.

## BELLEVUE, OHIO.

Received from O. Williams, Lodge No. 54:  
E. M. Wolf & Sons, Gents' Furnishing Store.

## MINNESOTA.

Received from Chas. Foster, Lodge No. 569:

## NEW DULUTH.

H. J. Thomson Furniture Co.  
W. H. Rieckhoff Box Co.

## WEST DULUTH.

Eklund & Olin, Coal and Feed.

## DULUTH.

Nelson & Peterson, Feed Dealers, Twentieth ave-  
nue, West and N. P. Ry.  
East End Ice Co.

## HARRISBURG, PA.

Received from P. F. Bruehl, Lodge No. 383:  
G. E. Elicker, Watchmaker and Jeweler, 1804  
N. 6th.

J. W. Cotterel, Druggist, 1800 N. 6th.  
H. L. Merhring, Tailor, 1410 N. 6th.  
Geo. Kobler, Hotel, 1232 N. 6th.  
C. Mauk, Undertaker, 1745 N. 6th.  
Commercial Bank, 1217 N. 3rd.  
Raymond Duey, Men's Clothing, 802 Broad.  
I. Gardner, Barber, 1537 3rd.  
W. A. Cartwright, Ice Cream and Soda Water,  
1323 3rd.

Jas. Brenner, Clothing, 1209 3rd.  
Jas. Wicks, Hotel, 1303 3rd.  
Jay Aldrich, Gents' Furnishings, 1117 3rd.  
S. K. Martin, Tobacco and Cigars, 7th and  
Riley.

Ira Wert, Gents' Furnishings, 926 6th.  
Steckley & Son, Boots and Shoes, 404 Broad.  
W. H. Shuman, Hotel, 300 Broad.

## LONDON, ONT.

Received from C. Veech, Lodge No. 415:  
Mr. Killpatrick, Hardware, 802 Dundas St., E.  
ONTARIO.

Received from T. J. Curran, Lodge No. 255:  
TORONTO JUNCTION.

W. R. Sheppard, Dry Goods and Clothing,  
Dundas and Pacific.

B. O. Fife, Dentist, 18 Dundas, W.  
T. E. Hoar & Co., Hardware, 14 Dundas, W.  
W. Spears, Undertaker.  
Howell & Co., Drugs.  
W. J. Moore, Book Store.

## CARLETON, WEST.

W. Ford, Grocer.

## TORONTO.

W. Hassard, Cadillac Hotel, City Hall Square.

## LOUISVILLE, MISS.

Received from J. E. Garner, Lodge No. 766:  
Montgomery & Journey, Grocers and Meat Mar-  
ket.

J. O. Bennett, Dry Goods and Groceries.  
Merchants' and Farmers' Bank.  
Bank of Louisville.

## MOUNDS, ILL.

Received from C. C. Love, Lodge No. 629:  
Sam Blum, Dry Goods & Clothing.  
J. G. Jones, General Merchandise, Coal & Feed.  
Zan Walstan, Restaurant & Rooming House.  
Camp & Carver, Cafe and Confectionery, 3  
doors east of Bank.

J. H. Claud, Saloon, 1st corner from depot.  
W. M. Stevens, Saloon.  
Fred Sperle, Cafe.

## BUFFALO, N. Y.

Received from A. A. Van Houten, Lodge No.  
187:

Geo. Garner, Cafe, 25 Hoyt street.  
H. Bernhardt, Wholesale Liquors, 301 Washing-  
ton street.

The Hayden Cafe, 60 Seneca.

The Pabst Brewing Co., 141 Washington.

Mansion House, Main & Exchange.

The International Brewing Co., Niagara street.

L. C. Breninson, Mfrg. of Cigars, 97 Franklin.

H. S. Bullett, Boots & Shoes, 197 E. North.

Mr. Faron, The Grocer, 366 Elmwood avenue.

J. N. Adam Co., Dry Goods, Main street.

Seames Cafe, 16 East Eagle.

White Elephant Cafe, 356 Main.

The Desbecker Clothing Co., 347 Main.

H. B. Moore, Hat Store, 325 Main.

J. W. Kelly, Cafe, 153 W. Ferry street.

Morris & Rau, Mfrg. of Cigars, 14 W. Eagle.

Speidle Bakery, 639 Michigan.

F. W. Garvin, Prudential Cafe, Prudential Bldg.

The Court Inn, Hotel, 37 Court.

The Yale Two Dollar Hat Store, 481 Main.

Hugh Price, The Silver Dollar Cafe, 535 Main.

Henry Engel, Cafe, 5 East Genesee.

E. Klein & Co., Dry Goods & Furs, 559 Main.

The Dollar Hat Store, 515 Main.

H. Messersmith & Sons, Furniture & Pianos,  
565 Main street.

Robert B. Reilly Co., Teas & Coffees, 585 Main.

## BROOKFIELD, MO.

Received from C. E. Marseilles, Lodge No. 19:  
Barrows Dry Goods & Clothing Co.  
Margrave's Cash Grocery.

## GOTEBORO, OKLA.

Received from Chester Reniff, Lodge No. 532:  
George L. Lockard, Harness Shop.

## ANADARKO, OKLA.

S. F. Baker, Medicine Co.

## MARYSVILLE, PA.

Received from M. S. Carns, Lodge No. 694:  
Clarence E. Martin, General Merchandise.  
G. F. Miller, Railroad Hotel.

## ADDISON, N. Y.

Received from Jas. Purves, Lodge No. 524:  
T. E. Harden, American House.

## MINNESOTA.

Received from C. W. Straub, Lodge No. 512:  
BIRD ISLAND.

Kommer & Hurly, Hardware.  
E. A. Schrefel, Merchandise.  
Bank of Bird Island.  
John M. Oleson, Hardware.  
C. F. Weitzel, General Merchandise.

## STEWART.

C. R. Donaldson, Hardware.  
Stewart Creamery.  
H. A. Marquardt, Golden West Hotel.  
H. Theim, Wines, Liquors & Cigars.  
R. E. Mittlestead, Wines, Liquors & Cigars.  
Farmers & Merchants State Bank.  
H. C. Dols, Stewart Produce Co.

## BROWNTON.

A. G. Brewer, General Merchandise.

## RENVILLE.

Whitcomb & Waller, Meat Market.  
Mayer Wolfert, General Merchandise.  
A. L. Bratch, Hardware.  
H. J. Kromery, Wet Goods.

## SACRED HEART.

O. T. Ramsland, General Merchandise.  
H. B. Helgson, Meats, Poultry & Hides.  
J. N. Stenborg, General Merchandise.  
J. O. Johnson, Harness, Boots & Shoes Re-  
pairing.

## OLIVIA.

Schendel Kushe Co., Hardware.  
J. A. Barge, City Dray Line.  
J. Dunford, International Flax Twine Co.  
J. Flashenrein, Olivia Produce Co.  
Deyling & Converse, Olivia Livery.  
Olivia Mercantile Co., General Merchandise.  
L. P. Mahler, Jeweler & Optician.  
J. P. Miller, Peoples Bank.

## GLENCOE.

J. B. Mayer, Glencoe Bottling Works.  
J. L. Preiss, General Merchandise.  
A. Kartens, General Merchandise.  
H. F. Petrich, Glencoe Butter & Cheese Co.

## WEGDAHL.

Nelson Bros. & Myers, General Merchandise.

## MONTEVIDEO.

H. A. Tomhavey, Wines, Liquors & Cigars.  
A. Myer, The Tailor.  
P. J. Mettling & Son, Furniture & Undertaking.

## BUFFALO LAKE.

Martzdorf & Reep, Hardware & Farm Machinery.  
Henry H. Schran, Hardware and Farm Ma-  
chinery.

## PLATO.

M. A. Bell, Banker.

## HECTOR.

R. Prescott, Hector Mirror.  
Farmers & Merchants State Bank.  
Bank of Hector.

## NORWOOD.

Fabel & Bauermeis'er, Marble & Granite Works.

## DANUBE.

F. J. Bade, General Merchandise.

## AUGUSTA.

O. E. Wolf, General Merchandise.  
F. O. Scott, Farmers Dairy & Creamery.

## WASHINGTON.

Received from F. E. Vogelson, Lodge No. 307:  
PASCO.

Robt. Gerry, General Merchandise.  
First Bank of Pasco.  
Jas. Waters, Cafe.  
W. J. Gilroy, Cafe.

## SPOKANE.

A. O. Ramy & Brower, Cigars & Tobacco.  
A. P. Gray, General Merchandise.  
W. J. Davis, Photographer.  
J. E. Steffins & Co.  
Harrigan & Riggs, General Merchandise.  
B. F. Nye, Tonsorial Parlor.  
Stafford & Johnson.  
E. E. Ellsworth, Druggist.  
Cramer & Sylvester, Mint Cafe.  
Y. K. Lee, City Cafe.  
F. M. Downey, Columbia Hotel.  
T. F. Madden, City Market.  
J. C. Anderson, Franklin Lodging House.  
R. P. Norton, Windsor Hotel.

## WALLA WALLA.

Pasco Market, Meat & Cold Storage Co.

## ALTOONA, PA.

Received from W. C. Giarth, Lodge No. 174:  
Altoona House, 1001 Bridge street.  
Bolton House, 1000 Bridge street.  
Grand Central Hotel, 1400 10th avenue.  
J. C. Huesbecher, 711 7th street.  
Magee's Hotel, Green avenue.

## LAFAYETTE, LA.

Received from C. E. Harnisch, Lodge No. 317:  
J. O. Sullivan, Cafe.  
A. L. Preazer, Tailor.  
O. B. Hopkins, Secretary Vordenbaumen Lbr. Co.  
F. Wilkins, Meat Market.

## MISSION JCT., B. C.

Received from A. J. Spear, Lodge No. 144:  
Bellevue Hotel.

## LOUISVILLE, KY.

Received from H. A. Carfield, Lodge No. 156:  
L. A. Kissel, Grocer, 1001 Story avenue.  
J. F. Oertel Co., Butchertown Brewery, 1400-8  
Story avenue.

J. E. & F. Walter, Clay St. Brewery, 814 Clay.  
Brooks Bros., Union Clothiers & Furnishings,  
226-230 Market street.

Dr. E. C. Underwood, Examiner Lodge No. 156,  
2323 Portland avenue.

D. Klotter, Cafe, 1101 W. Hill.  
Jas. Greene, Furniture and Carpets, 400 E. Mar-  
ket.

Dr. A. R. Bizot, Examiner Lodge No. 156, 706  
W. Walnut.

## PITTSBURG, PA.

Received from A. F. Morton, Lodge No. 225:  
H. Wilkens & Co., Jewelers, 440 Wood street.  
F. Kofmehl, Artificial Limbs, 627 Smithfield.  
H. Lynn, The Old Oyster House, 4 Masters  
Way,  
J. D. Walker, Alderman, 6022 Center avenue.  
Forster Artificial Limb Co., 113 Smithfield.

## ATLANTA GA.

Received from W. C. Puckett, Lodge No. 302:  
S. M. Truitt & Son, 119 W. Mitchell,

## MASON CITY, IOWA.

Received from Levi Roberts, Lodge No. 9:  
Nye Schneider Fowler Co., Grain, Lumber,  
Coal & Wood, 510 S. Main.

Patton Bros., Bell Clothiers, 111 S. Main.

Mitchell Clothing Co., Clothing & Gents Furnishings.

Barber & Johnson, Clothing & Gents Furnishings, 118 S. Main.

G. M. Woodruff, Shoes, 119 S. Main.

W. H. Potts, Jeweler, 206 N. Main.

Dr. L. E. Newcomer.

Dr. J. E. McDonald.

Dr. A. E. Eberhart, Dentist, 107½ N. Main.

J. V. Lyons, Cafe, 204 S. Main.

Currie Hardware Co.

Balis & Vroom, Groceries.

Dr. F. G. Murphy, Murphy Hospital.

## TRACY, MINN.

Youngreen & Nelson, The Palace Cafe.

## CHICAGO, ILL.

Received from C. H. Everly, Lodge No. 424:

L. G. Cobb & Co., Jewelers, Room 602 103 State.

## SAN ANTONIO, TEX.

Received from M. J. Garvey, Lodge No. 52:

J. F. Fentiman, Alamo Trunk Factory, Alamo Plaza.

J. W. Tolin, Sheriff, Court House.

## COVINGTON, KY.

Received from G. A. Morgan, Lodge No. 345:

Ben Miller, Saloon, State and Madison.

B. Limker, Pres. Covington Brewing Co., 133 W. 6th.

Newman's Cafe, 1240 Madison avenue.

Gus Wiechman's Cafe, 12th and Scott.

Jno. J. Craig, City Clerk, City Bldg.

J. R. Jamerson, Job Printing, 16 Pike.

Gus Olberding, Saloon, 17th & Garrard.

The Burnett Cafe, 16th & Maryland.

Fred Glade, Saloon & Groceries, Byrd & Garrard.

Bid Albers, Saloon, Pleasant & Garrard.

Jno. Donovan, Saloon, 1818 Greenup.

Jno. Osterholt, Saloon, 1916 Madison.

L. F. Schlichman, Undertaker, Embalmer, Liv-  
ery and Boarding Stable, 1534 Scott.

Dotchengall Bros., Saloon, Robins & Banklick.

Geo. Kruse, Saloon and Groceries, 21st & How-  
ell, S. W. Corner.

F. Shulte, Saloon & Groceries, 21st & Howell,  
S. E. Corner.

Henry Heidel, Saloon, 21st & Russell.

Heskamps Cafe, 19th & Russell.

Jas. A. Kelley, Druggist, 15th & Russell.

A. Rivards, Cafe, 15th & Russell, S. W. Cor.

## ALLEGAN, MICH.

Received from A. R. Arner, Lodge No. 397:

Central Drug Store, Roy St. Germain, Mgr.

Tripps Department Store.

## TEMPLE, TEX.

Received from T. J. Stowers, Lodge No. 206:

F. A. Bentley Dry Goods.

A. B. Crouch, Wholesale and Retail Grain Co.

## CLINTON, IOWA.

Received from Harry Wallace, Lodge No. 183:  
Jas. Broodrick, Hotel Northwestern, 729 Ca-  
manche avenue.

O. Hill, Drugs and Wall Paper, 922 So. 4th.  
Ollie Rockabrand, Barber Shop & Pool Room,  
918 So. 4th.

## IOWA.

Received from H. Budwiser, Lodge No. 581:

## DUBUQUE.

Jno. Kinzinger, City Attorney, 402 Alpine.

Telegraph Herald, 7th & Main.

Berg, Arduser & Co., Jewelers & Opticians, 708  
Main street.

Dr. W. A. Cole, 9th and Main.

D. E. Maguire, Atty-at-Law, Security Bldg., 8th  
& Main.

J. E. Skemp, Justice-of-the-Peace, 7 Main.

Jno Glab, Justice-of-the-Peace, 6th & Main.

## OELWEIN.

Archie Sayer, Up-to-date Restaurant.

G. W. Weaver, First-Class Hotel.

## CLIFTON FORGE, VA.

Received from J. C. Lane, Lodge No. 483:

C. F. Sentz, Jeweler & C. & O. Time Inspector.

Zimmerman & Co., Men's & Boys' Outfitters.

Powell & Mathews, The Temple Shoe Store.

## FORT WILLIAM, ONT.

Received from F. J. Way, Lodge No. 306:

H. McCranor, Queen's Hotel.

Meagher & McKenzie, Empire Hotel.

Alfred Cooper & Co., Real Estate & Insurance.

Eoll & Clements, Clothiers and Furnishers.

Geo. Eoll, Real Estate & Insurance Agent.

R. Wiegand, Bobs Billiard Parlor.

J. & T. M. Piper, Hardware Merchants.

Rutledge & Jackson, General Merchants.

R. Strachan, Jeweler.

## CHESTER, PA.

Received from W. A. Sill, Lodge No. 732:

Wm. J. Shields, Meat Market, 423 Concord ave.

A. Damico, Merchant Tailor, 1826 W. 3rd ave.

## VANCOUVER, B. C.

Received from J. H. White, Lodge No. 144:

Three Star Wine Co., 118 Cordova, West.

G. L. Howe, c/o Metropole Hotel, Cordova, St.

Hill & Kerfoot, 69 Hastings, East.

## ALTOONA, PA.

Received from J. W. Helman, Lodge No. 174:

Grant Yon, Mountain City Hotel.

Geo. L. Taylor, Pool, Cigars & Tobacco, 1323  
11th avenue.

## OHIO.

Received from Otto Stoll, Lodge No. 432:

## AKRON.

H. H. Jacobs, Physician & Surgeon, Hamilton  
Bldg.

F. E. Falor, Cafe & Restaurant, Cor Main &  
Thornton.

Sellwood & Vogler Drug Co., 74 S. Main street.

H. Bartels & Co., Meat Dealers, East Exchange.

Stoners Cafe, 124 Bartges.

## SO. AKRON.

Otto Schweitzer, Road Side Inn, R. F. D. 24.

## NIAGARA FALLS, N. Y.

Received from Wm. P. Crotty, Lodge No. 639:  
 J. R. McCarthy, Saloon, 1101 Fairfield avenue.  
 Ike Traub, Jeweler and Diamond Dealer, 1905  
 Main street.  
 McConnell Bros., Groceries and Meats, 2407  
 10th.

## ONTARIO.

Received from P. T. Clark, Lodge No. 377:

## BARRIE.

T. H. Baker, Boots & Shoes.  
 H. H. Olton & Son, Hardware.  
 Joseph White, Barrie House.  
 H. G. Boag, Clarkson House.  
 Alex Milen, Merchant Tailor.  
 William Moore, Shoe Merchant.

## ALLANDALE.

W. B. Webb, Watchmaker.  
 W. A. Overa, Barber.  
 F. B. Smith, Druggist.  
 Jno. Little, Boots & Shoes.  
 Jno. Webb, Gents Furnishings.  
 A. Marshall, Butcher.  
 W. E. Allen, Allen's Hotel.

## LONDON, ONT.

Received from Chas. Veech, Lodge No. 415:  
 J. W. Hockin, Barber, 112 Dundas.  
 Max Evoy, Barrister, 361 Elmwood avenue.  
 F. Thomas, Barber, 525 Richmond.  
 J. H. Chapman, Dry Goods, 126 Dundas.  
 Spital & Sabine, Dry Goods, 152 Dundas.  
 McLean & Bros., Dry Goods, 146 Dundas.

## SANDUSKY, OHIO.

Received from B. C. Slaters, Lodge No. 397:  
 Felix Wilber, Hotel, 907 Camp.  
 A. J. Nepeidley, Hotel, 1007 Camp.  
 Albert Steffenhagen, Saloon, 723 Hayes avenue.  
 Mart Luipold, Barber, 723 Hayes avenue.  
 Fred J. Schanbert, Saloon, 702 Hancock.  
 Chas. Ross, Hardware, Plumbing, etc., 708 Han-  
 cock.

Chas. Fisher, Wines & Liquors, 438 Decatur.  
 G. Heinze, Meat Market, Cor. Decatur &  
 Monroe.

A. C. Thiem, Groceries, Cor. Decatur & Monroe.  
 Chas. P. Fuchs, Groceries & Provisions, Cor.  
 Monroe & Fulton.

F. P. Windisch, Groceries & Provisions, 601  
 Hayes avenue.

John G. Schlecht, Saloon, 600 Hayes avenue.  
 John M. Lenz, Groceries & Provisions, 700  
 Hayes avenue.

## BARABOO, WIS.

Received from M. E. Pierce, Lodge No. 177:  
 J. H. Harris, Wines & Liquors, 404 Oak.  
 Dithmar & Carrow, Attorneys-at-Law.  
 J. R. Hofsfatter, Gen'l Mds., 104 3rd.  
 Wm. F. Luther, Wines & Liquors, 126 3rd.  
 H. Acott, Clothing and Gents' Furnishings, 130  
 3rd.

Koppke Bros., General Merchandise, 408 Oak.  
 Thuerer Bros., Dentists.

## IRONTON, OHIO.

Received from A. Griffith, Lodge No. 756:  
 C. A. Crance, Barber.

## LOUISVILLE, KY.

Received from M. J. Foley, Lodge No. 156:  
 Ashby & Sayer, Merchant Tailors, 313 5th.  
 W. F. Morrison, Saloon & Cafe, 430 W. Green.  
 Jas. B. Kelly, Deputy City Clerk, 1316 Rubel  
 avenue.

## TEXAS.

Received from John Appleby, Lodge No. 369:

## SAN MARCOS.

E. H. Christian, Building Supplies.  
 G. F. Stevens, San Marcos Oil Well.

## ENCINAL.

T. A. Coleman, Horses & Stock.

## LAREDO.

C. E. Richter, Department Store.  
 T. Elexander, Gents Furnishings.

## DEVINE.

Dr. J. R. Evans.

## SAN ANTONIO.

C. H. Dean, Vehicles & Farm Implements.  
 Krauker & Piper, Plumbers, 116 S. Alamo.  
 R. C. Lowry, Texas Overall, 401 N. Pecos.

## TAYLOR.

R. Meiss, Barber, Main.

## CODY, NEBR.

Received from Geo. R. Scott, Lodge No. 190:  
 Barnes, Jackson & Co., Hardware.

## BURLINGTON, IOWA.

Received from M. L. Dowling, Lodge No. 26:  
 A. G. Keller, Cafe, 213-215 S. Main.  
 Hassell & Gordon, Cafe, No. Main.  
 Ed Lutzeneer, Cafe, Jefferson street.  
 Murray Iron Works, Washington street.  
 E. A. Dunn, Dunn's Hotel.  
 Jos. Koch, Cafe, 911 Vine.  
 Phil Leicht, Cafe, Main & Washington.  
 Ed Muckenstrom, Cafe, 211 No. Main.  
 J. E. Bloomquist, Cafe, 217 N. Main.  
 J. J. Walz, Cafe, 421 Jefferson.

## KENTUCKY.

Received from G. A. Morgan, Lodge No. 345:

## NEWPORT.

The Dorsel Co., Millers of Pride of Kentucky  
 Flour, 11th & Monmouth.  
 Chas. L. Krinn, Sample Room, N. W. Cor. 10th  
 & Boone.

Wm. Kneller, Phoenix Cafe, N. E. Cor. 11th  
 and Monmouth.

Marion M. Allen, Coal, Lime, Sand & Cement,  
 10th & Park avenues.

Thos. C. Brown, Coal Dealer, 339 York.  
 The Alhambra Tile Co.  
 Chris Schott, Jr., Cafe & Bowling Alleys, 1124  
 Monmouth street.

## COVINGTON.

Gus Stark's Cafe, 1121 Madison avenue.  
 Al Hendrick's Cafe, 1110 Madison avenue.  
 Sam Goodwin's Cafe, 1101 Madison avenue.  
 Ernie's Place, Choice Wet Goods, 714 Madi-  
 son avenue.  
 Hills Cafe, 524 Madison avenue.  
 McGarvey's Cafe, 1514 Russell avenue.



Wm. Welling's Cafe, N. E. cor. 11th and Madison avenue.

Geo. Pohlmann, Saloon, 1143 Banklick.

Stratman's Sample Room, 879 Banklick.

Frank Rowencamp, Groceries, 16th & Greenup.

J. B. Schield's Cafe, 17th & Maryland ave.

Levine Bros., Clothiers, 620 Madison avenue.

The Kenton Supply Co., Coal, Lime, Sand & Cement, 1516 Russell.

#### EUREKA, UTAH.

Received from Ernest W. Johnson.

Frank Garrity, Barber.

Frank L. Lumley, Cigars.

#### CALGARY, ALBERTA.

Received from W. E. Evans, Lodge No. 663:

C. R. Hembury, Real Estate.

W. J. McLelland, Empire Land Co.

#### SALIDA, COLO.

Received from W. Henry Curtis, Lodge No. 31:

H. Valentine, Barber, 140 Lower F.

#### PENNSYLVANIA.

Received from R. E. Leinbach, Lodge No. 344:

#### JERSEY SHORE.

P. H. Brunner, Barber.

E. C. Newell, Crawford House.

#### VILAS.

W. A. Bennett, Hotel Leland.

#### MISSOURI.

Received from E. E. Schmulling, Lodge No. 57:

#### MOBERLY.

E. A. Willott, Barber, 403 W. Reed.

Roy Hulen, Oliver Hotel Barber Shop.

O. Burkland, Jeweler & Wabash Watch Insp. Bank of Gainesville.

R. Noonan, Groceries, Flour & Feed, 220 N. Clark.

#### DALTON, MO.

F. Taylor, General Merchandise.

C. Keyser, Grain Merchant.

#### CLIFTON HILL.

W. Rodgers, Poultry, Butter & Eggs.

#### BRUNSWICK.

Tschaun & Foggins, Hardware.

#### NORTH CAROLINA.

Received from J. R. Pemberton, Lodge No. 429:

#### SPENCER.

Gorman & Green, Jewelers.

Spencer Drug Co.

A. J. Gemayel, Yaddin Club.

Rowan Grocery Co., Wholesale Grocers.

W. P. Young, Grocer.

Spencer Mercantile Co., Grocers.

Spencer Supply Co., Grocers.

G. W. Connell & Bros., Grocers.

Murray Hotel.

J. M. Brown, R. R. Restaurant.

Brown Bros., Meat Market.

Dr. J. G. Busby, Medical Examiner.

#### SALISBURY.

Homer R. Miller, Cafe.

Huss & Austin, Cafe.

John Moyle, Cafe.

G. A. Jackson, Cafe.

#### GAINESVILLE, TEX.

Received from Self:

F. H. Sherwood, Cashier, Lindsey National

Bank of Gainesville.

### NOTICE OF GRAND DUES ASSESSMENT No. 107

JULY, 1907.

TWENTY-FIVE CENTS.

## Grand Lodge of the Brotherhood of Railroad Trainmen

### OFFICE OF GRAND SECRETARY AND TREASURER.

#### TO SUBORDINATE LODGES:

CLEVELAND, OHIO, JUNE 1, 1907

DEAR SIRS AND BROTHERS: You are hereby notified that the amount of Twenty-Five Cents for Grand Dues Assessment No. 107, for the month of July, 1907, is due from each and every member, and must be paid to the Financier before the first day of July, 1907. A member failing to make payment as herein required shall become expelled without notice or action. See Section 128, Constitution Subordinate Lodges.

The Financier is required to forward said Assessment to the Grand Lodge before July 5, 1907, for each member on the roll, and for members admitted or readmitted during the month of July the Financier must send this Assessment with the report of admission as per Section 105, Constitution Subordinate Lodges.

Fraternally yours,

*H. E. King*  
GRAND SECRETARY & TREASURER



### STATEMENT OF CLAIMS PAID DURING THE MONTH OF APRIL, 1907

| CLAIM. | NAME.            | LODGE.   | PAID TO.   | ADDRESS. | AMOUNT.    |
|--------|------------------|----------|--|----------|------------|
| 12269  | J. A. Twoogood   | .....213 | F. G. Bryner, Clerk of District Court, Belle Plaine, Ia.               | .....    | \$1,000.00 |
| 12478  | Sam'l Wadel, Jr. | .....347 | The Commonwealth Title, Insurance & Trust Co., Gdn., Philadelphia, Pa. | .....    | 1,350.00   |
| 12496  | M. Kilgariff     | .....551 | J. N. Walsh, Adm., E. Hartford, Ct.                                    | .....    | 1,350.00   |
| 12536  | J. C. Moak       | .....345 | Katie Moak, Ludlow, Ky.  | .....    | 500.00     |
| 12555  | F. H. Kanooth    | .....213 | Agnes Kanooth, Delano, Minn.   | .....    | 1,350.00   |
| 12621  | Wm. Dowd         | .....382 | Katherine Dowd, Dunmore, Pa.   | .....    | 1,350.00   |
| 12622  | Harry Devaney    | .....490 | Annie Devaney, Uniontown, Pa.  | .....    | 1,350.00   |
| 12623  | A. Womelsdorf    | .....553 | A. Womelsdorf, Providence, R. I.                                       | .....    | 1,000.00   |
| 12624  | S. K. Gilbert    | .....342 | Mary G. Gilbert, Oakley, Kas.  | .....    | 500.00     |
| 12625  | H. T. Patterson  | .....530 | Lou Quinn, Livingston, Ky.   | .....    | 500.00     |
| 12626  | C. D. Kieley     | .....37  | Elizabeth Kieley, Albany, N. Y.  | .....    | 1,000.00   |
| 12627  | John Griffith    | .....149 | Emma Griffith, Philadelphia, Pa.                                       | .....    | 1,350.00   |
| 12628  | D. A. Leary      | .....404 | Mary A. Leary, Charlestown, Mass.                                      | .....    | 1,350.00   |

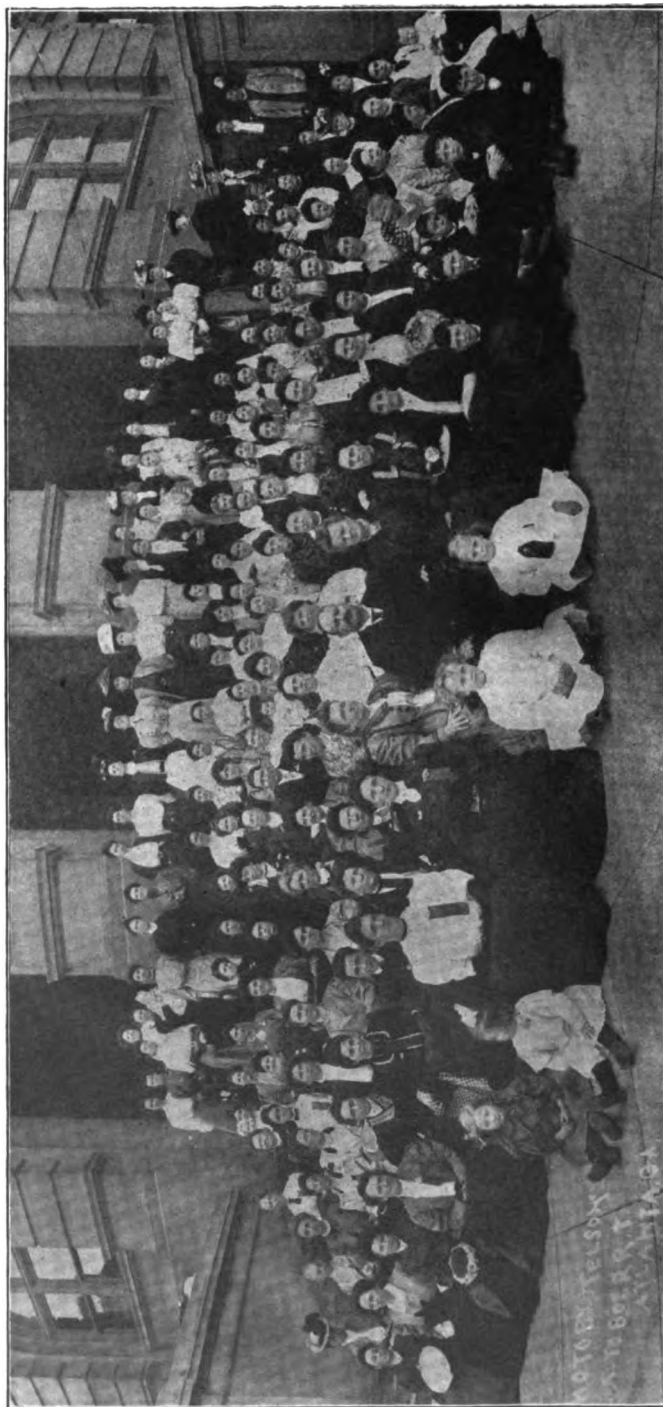
# There's Room At The Top For You.

—  
BY ADELBERT CLARK.  
—

Press onward until the summit you reach,  
There's room at the top for you!  
Just keep your banners unspotted from sin,  
Be honest, be brave and true,  
For the righteous law shall conquer the wrong,  
As sure as the darkest night  
Is hurried away to mystical space,  
Pursued by the prince of light.

We oft are disheartened, stumble and fall,  
By stepping out of the way  
Into what seems like a much smoother path,  
Deceived by its blossoms gay.  
Though the road we climb is barren and steep  
And stones and gulleys are there,  
'Tis better so for the journey of life,  
Than ease of a golden stair.

'Tis luxury makes us both selfish and hard,  
Its flow'rs are emblems of pride,  
But the steep crags, though our courage may flag,  
Gives strength in whatever betide.  
So onward, still onward in storm and sun,  
There's room at the top for you,  
If whatever your task in life may be,  
You strive to be just and true!



THE GOVERNOR OF GEORGIA AND LADIES AUXILIARY, B. OF R. T., CONVENTION, ATLANTA, GEORGIA, MAY, 1907.

Photo by Nelson, Staff Photographer, *Atlanta Constitution*

# RAILROAD TRAINMEN'S JOURNAL

Published Monthly by the Brotherhood of Railroad Trainmen.  
Entered at the post-office at Cleveland, Ohio, as second-class matter.

D. L. CEASE  
EDITOR AND MANAGER



SUBSCRIPTION PRICE  
\$1.00 PER YEAR IN ADVANCE

VOL. XXIV.

JULY 1907.

No. 7

## The Barbecue.

**O**NE of the entertainments provided at Atlanta was a genuine old-fashioned Georgia barbecue, tendered the Eighth Biennial Convention of the Brotherhood, by the Order of Railroad Conductors of Atlanta, Georgia, under the directing care of Captain C. D. Knight, familiarly known as Captain Dee Knight.

Brother W. C. Puckett, chairman of the entertainment committee for the Brotherhood, extended the invitation to the delegation in the easy, genial manner peculiar to the Southland by saying, "You all are sure invited to attend a barbecue at the White City Park. It will be an old-fashioned 'Gawgey bahbecue' to which you all will be heartily welcome. We will have the affair in good time to meet the hungry demands of everybody, about noon, or thereafter; there will be plenty of good things to eat and an old-fashioned way of eating them, there will be music, and, whisper it quietly, just a little joy water, not much, nor will it be limited, but just enough, for, without it, there could not be a genuine old-fashioned Georgia barbecue."

The Georgia railway electric line hauled something less than ten thousand of us out to the White City to attend the festivities and while the majority had heard the word "barbecue," few knew what it meant and did not know how to take hold. It did not take long for them to become acquainted with

what was expected of them, and they pitched into the barbecued meats, Brunswick stew, sliced tomatoes, green peppers, bread and other things that made up the luncheon.

It was a unique experience to mix up in good natured rivalry for the best of everything to eat, and it was no place for the gentle brother or sister who expected to have things handed to him or her. It was no place for an exhibition of masterly inactivity unless the exhibitor purposed to start for home hungry and thirsty. But it is safe to say that very few went home without being fairly well provided for. If they did the fault was their own.

The illustrations will give a better idea of what the barbecue was like than can be given by word painting, although some explanation will assist to make the matter understandable.

The animals are roasted whole over a bed of live wood coals and there is no meat can taste better. A long deep pit is dug and the coals are bedded into it from a huge wood fire on the side. The animals are spitted whole, placed across the pit and roasted slowly until they are thoroughly cooked and as tender as a case of first love.

When everything is ready the meats are served in large portions to everybody. Each participant is equipped with a wooden platter, the same kind in which one carries



A CROWD AT THE BARBECUE, ATLANTA, GA., MAY 17th, 1907



TRENCH IN WHICH THE MEATS WERE ROASTED FOR THE BARBECUE. Photos by Nelson.



A GROUP AT THE BARBECUE



AND THE BAND PLAYED AT THE BARBECUE

things home from the store, and he is armed with a tin spoon which serves several purposes but is seldom carried home as a souvenir.

The Brunswick stew is a compound as mysterious as boarding house hash and resembles dog feed as much as anything we remember but it "eats" all right and tastes very much like more. It is highly seasoned and is made up of meats, some vegetables and "other" things of which we know not and were not too inquisitive. It went down nicely, agreed with the roast pig and sheep, tomatoes and joy water, and so there was that feeling of comfort and satisfaction that comes along after a good meal.

The collation was served on rough board tables at which every body stood for there were no seats. A barbecue is supposed to be pulled off in a hurry and there are no excuses offered for delaying the feed.

Everybody lined up to the front and made the best of the situation, and a good natured, well satisfied party it was, too, when it realized what was expected of it.

The band played, when it wasn't eating, and altogether the affair was very much en-

joyed and the hospitality of the Conductors very much appreciated.

Several features, peculiar to the usual barbecue were missing. There were no politicians to make speeches or kiss the babies or talk nonsense to the ladies, but we could very well get along without these usual accompaniments and give attention to the beauties of the White City.

The crowd took possession of the figure eight, the dance floor, and the miniature railway and enjoyed itself during the afternoon. The railroad train flew the track on a curve, upset a couple of cars and dire disaster would have followed had not Brother George Anderson, General Chairman of the Missouri Pacific, grabbed two or three cars and held them from going down the bank. The saved are now getting a medal ready for him, maybe.

Anyhow, we all had a good time, saw what a real old-fashioned barbecue was like and, to tell the truth, it looked good to us. Every minute spent with Captain Knight and his crew was as full of enjoyment as the crowd was full of good things after the barbecue.

## The Stranger At San Marcial.

**T**HE traveler, though scarcely past middle age, was a withered little shrub of a man—as thin and crooked-backed as if he were seventy. His face was angular and wizened. His eyes were little, and seemed half closed; his mouth was big and amiable. His whole countenance gave the impression of sly good nature. He was dressed plainly—almost shabbily—and carried a long gray overcoat across his shoulder. His only visible article of luggage was a greasy, battered leather satchel, which he handled with great care.

In spite of his decrepit appearance, the man proved himself a tireless walker, using a long, swinging stride that carried him ahead at a surprising speed. For more than an hour he walked on steadily. All at once he heard not far behind him the

squeaking of a brake and the bumping of wagon wheels upon the rocky road. A few seconds later the Antonio and Fort Stanton stage hove into sight.

"Howdy!" shouted the big, red-whiskered driver, heartily, pulling up his horses.

"The same to you, pardner!" The voice was surprisingly resonant.

"Where you bound for?"

"Next town. How far is it from here?"

"Well, sir; San Marcial's every bit of eight miles—and mighty bad walking in the dark. Better jump up here with me! Got plenty o' room!"

"Thanks, pardner, I don't care if I do!" Thereupon he swung himself up beside the driver with an ease that astonished this good-hearted individual.

"You're powerful sry for an old man!" he observed, admiringly.

The stranger smiled slyly and nodded. "Tomorrow's the Fourth of July," he muttered, half to himself.

"That's right," replied the driver, regretfully. "There'll be big doin's at San Marcial tomorrow—an' it's just my blamed luck to have to miss 'em. By George! I'd give a dollar just to see the big shoot!"

His companion seemed mildly interested. "A shooting contest?"

"Sure! The big pistol-shoot for the championship of the county. There's a cold

stranded. When the crash came, he found himself marooned in a little Arizona town without even sufficient money to make his way back to Phoenix. He had already written to his brother in San Francisco; but he knew it would be many days before the money could reach him. Besides, his boy was at Phoenix. And at the thought of the child—a little curly-headed rogue of ten—the father's eyes grew moist. Inured though he was to long absence from his boy, he was suddenly seized with a longing



COMMITTEE ON RITUAL

J. S. Collins, No. 440    T. C. McLaughlin No. 217  
E. F. Snyder, No. 388    J. C. Ward, No. 223    C. M. Dukes, Chm, No. 737

hundred in it for Tim Whitsett. He'll win, hands down."

"I see," observed the stranger, quietly.

The stage was now descending a ticklish grade, and the driver's attention was wholly occupied in guiding his horses—so that the stranger was left to his own thoughts. He shook his head dubiously. San Marcial was, perhaps, the last place in which he would have expected ever to find himself. But this was before the "Royal Amusement Company" of San Francisco had been

to see him—to hold him in his arms. But as yet this longing seemed cruelly far from realization. For as matters now stood the man figured that it was at least a hundred and fifty miles to Phoenix. And he had just three dimes in his pocket. At last he had decided to start out for Phoenix on foot, hoping that perhaps something might turn up. At the moment when the stage driver had picked him up he was finishing his third day's journey.

For a long time the man sat absorbed in



his gloomy thoughts, dreamily watching the trees and rocks and bushes as they grew shadowy and indistinct in the thickening darkness. He was roused at length by the hearty voice of the driver.

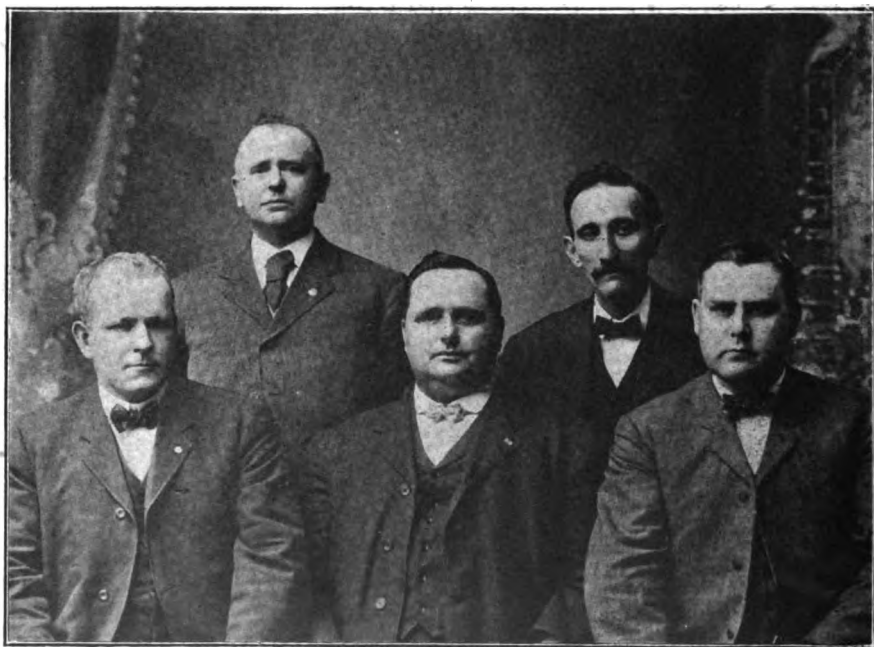
"Well, pardner, here we are!"

As the stage drew up the stranger thanked the driver earnestly. The men shook hands, and the stranger jumped lightly to the ground.

"Good luck to you!" called the big driver. Then cracking his whip and shouting at his wiry, thin-necked sorrels, he sent them

cleared space where he could not be observed from the road. He then cut a few leafy boughs and spread them on the ground. Buttoning his long, heavy overcoat closely about him he lay down, and was soon fast asleep.

San Marcial was at its best. From the sparsely-settled surrounding country, cowboys and ranchers—many with their wives and children—had been straggling in since daylight. Now at noon the street was alive with figures. Lounging in front of San Marcial's three saloons in evenly-numbered



COMMITTEE ON CLAIMS

J. H. Wesley, No. 85  
P. Steele, No. 255

W. Dougherty, No. 140, Chm.  
J. P. Ogden, No. 90

K. R. Vought, No. 338

down the main street of San Marcial at a spanking trot. The stranger watched the lumbering stage as it pounded away through the darkness, and long after it was out of sight listened to the rapid clatter of the horses' hoofs. Then he looked about him. Except for a few stragglers the street was deserted. The man deliberated a moment. Then he began to walk rapidly down the street, continuing his pace until he came to a dense patch of brush just outside of the town. Plunging into this he found a small

groups were about thirty ranchers and vaqueros—whites, Mexicans, and Indians. Nearly as many horses were tethered to the scrub oaks at the side of the road.

The stranger in San Marcial walked thoughtfully up the street, and stopped a moment before the saloon that looked most promising. Then gripping his satchel firmly he walked in. The place was crowded with noisy, demonstrative fellows. Some were drinking at the bar; others were playing cards in the back of the room; the rest

were standing around the big, barrel-shaped stove. As the stranger entered there was a momentary hush which he could not but notice.

The loungers gaped at him, sized him up critically and looked amused. The bartender indulged in a smile that was bland, politic, almost imperceptible. Those at the bar rested their glasses for a short stare. Then gradually the stranger became less and less an object of interest, until finally he was scarcely noticed.

Reading the signs aright the stranger

placed his satchel carefully upon the ground he opened it and took out a chamois-covered package. Untying the buckskin strings he unwound the chamois-skin wrapping until four superb pistols became visible. They were of the finest workmanship, the barrels long and slender. Taking the guns up affectionately the stranger scrutinized every part. He tested the trigger, the cylinder, and the sight. Then apparently satisfied, he reloaded each chamber carefully, and put the pistols back in their wrapping.



COMMITTEE ON GRAND LODGE OFFICERS' REPORTS

M. S. Mayse, No. 280

J. W. Harrison, No. 100

W. L. Moorhead, No. 312

Charles Bogue, No. 29

S. D. Warren, 151. Chm.

walked up to the bar, and putting down a dime quietly ordered a whiskey. He swallowed the fiery stuff with a slight grimace, and was about to leave when he heard some words at his elbow which caused him to keep his place. The talk at his elbow went on. And as he listened the lines of his good-natured mouth relaxed broadly and the bright little eyes twinkled. He whirled about, left the saloon, and walked rapidly until he came to his resting-place of the

Holding out both hands with the palms downward, he regarded them, critically. "Steady as a rock!" he muttered to himself. And the little eyes twinkled merrily from under their half-closed lids.

At 2 o'clock an occasional straggler might have been seen entering the vacant lot behind Shield's saloon. By 3 o'clock a crowd of two hundred men had gathered there. At the far end of the lot were two old army targets, freshly painted white, upon

which the great Shields himself, chalk in hand, was at this moment placing a number of concentric circles. A large, crudely-lettered placard placed midway between the two targets announced that the great pistol shot contest for the championship of San Marcial County and a prize of \$100 in gold was to begin at 3:30—sharp.

The placard called it a contest. But as a matter of fact everybody in San Marcial felt pretty certain that there would be only one contestant. Pitted against a goodly number of men—all more or less noted for

the judge's stand, he raised his hand for silence:

"Fellow-citizens, the following contest is for the championship of San Marcial County, and a prize of \$100 in gold. It is open to all comers. The rules are as follows: Each man must empty four six-shooters, which are to be drawn from the holsters and fired. Two holsters are to be worn at the belt and one under each armpit—and each brace of pistols is to be put back in its holsters before the second brace is fired. In deciding the points, the number of shots



A FEW OF THE BOYS AND GIRLS AT ATLANTA

their prowess with the pistol—Tim Whitsett had twice given conclusive proof of his superiority. For the last two years he had carried off the prize—badly defeating the best of his competitors. As defeat seemed certain and there was only one prize, no one else now cared to enter the lists. But then San Marcial considered Whitsett's shooting alone worth the seeing.

The judge of the contest was no other than Bob Evans, sheriff of the county. Mounting the box which had been set up against the back of the saloon to serve as

in the target and the time taken to put them there will both be counted. I am now ready to receive entries."

A burly, red-faced rancher slouched out of the crowd, and, stepping up to the sheriff, said something to him.

"First entry—Tim Whitsett!" shouted the sheriff. The crowd cheered faintly. Whitsett was a bully, and had few friends.

There was a pause. Then there arose a general snicker which gradually swelled to a great roar of laughter. A hundred fingers were pointed at the queer, insignificant

figure that was now seen approaching the judge's stand. Then they began to hoot him. It was the stranger. With his loose coat removed his thinness and dwarf-like stature, were ludicrously accentuated. Pausing a moment he drew from his pocket a large pair of glasses, wiped them carefully, and placed them upon his nose. At this move the risibilities of the crowd burst out anew—and the stranger was saluted with cries of "Grandpa!" "Humpy!" Apparently oblivious of the noisy ridicule that sleeved arms came to an incredible quick level and stiffened. Six double reports sounded—and a sprinkling of black spots showed on the white surface of the target. Still smoking, the empty pistols were flashed into their holsters. Then both hands flew upward, touched for an instant the shoulders, and shot out again. There was a bright gleam of steel—and again came six rapid double reports. Whitsett shoved the pistols quickly into the shoulder holsters and swaggered into the back-



A GROUP AT THE EIGHTH BIENNIAL CONVENTION, ATLANTA, GEORGIA, MAY, 1907

his appearance had provoked, he spoke a few words to the sheriff.

Then the latter, struggling vainly with his countenance, announced, with gusto: "Second entry—Henry Jason, of San Francisco!"

Whitsett was laughing immoderately. As soon as he succeeded in reducing his mirth to a very broad smile he took his place on the mark.

"Ready!" called the sheriff, watch in hand. "Fire!"

Whitsett's hands swept swiftly, almost mechanically, to the holsters. The red-

ground. The sheriff ran down to the target, counted the shots, and made a note of the result. Then he returned and mounted the box.

"Score of Tim Whitsett! Time: Thirteen seconds. Target score: Four in the bull's eye, nine in the first ring, six in the second, five in the third. This breaks the time record and target record made by Mr. Whitsett last year."

The crowd responded but faintly. It hated to see Whitsett win.

Jason's face was stern and immovable as he took his position. The laugh that had

started among the crowd died away involuntarily. Whitsett's face alone wore an expansive smile of contempt. After all the crowd had begun to think that there was something inscrutably cool and business-like about this little misshapen tenderfoot.

Jason's eyes were fixed alertly upon the target. At the word "Fire!" the blue, damascened pistols leaped so swiftly into his skinny fingers that the spectators could not follow the movement with their eyes. They saw only a flashing double crescent of steel. Then, before any one had comprehended lightning-like succession. Then, deftly catching the descending pistol, he emptied both guns with incredible rapidity and seemingly without aim. Returning the pistols to their holsters with some quickness, he leaned coolly against the judge's box, his face as inscrutable as ever.

Then San Marcial went wild. They did not wait for the score—they knew good shooting when they saw it. They liked a man, moreover, and appreciated one—even if he did happen to be a tenderfoot. Whitsett, with a scowl of rage on his bloated



CONVENTION GROUP, ATLANTA, GEORGIA, MAY, 1907

what was happening both pistols were whirling high in the air. San Marcial held its breath. In a moment the pistols had descended, and twelve reports rang out so rapidly that they seemed to blend into six. With a quick twist the wonderful little stranger sent the guns into their holsters. Again, almost before the thoroughly-amazed crowd knew what was taking place, a new pistol glistened in each of Jason's hands. This time only one pistol flew into the air—and as it whirled in the sunlight, the magician discharged the other twice in

face, slunk into the crowd. He knew that he was beaten—knew that San Marcial rejoiced in his defeat.

The sheriff hurried across the lot and examined the target. As he once more mounted the box the silence was profound. "Score of Henry Jason, San Francisco. Time: Eleven and one-half seconds. Target score: Seven in the bull's eye, twelve in the first ring, five in the second. Which breaks all records!" The sheriff drew himself up to his full height, and as soon as the shouts and cheers of the crowd had

subsided, went on: "As sheriff of this county and in behalf of my fellow citizens, I want to apologize, Mr. Jason, for the shabby way we treated you. And I want to congratulate you, Mr. Jason, on the finest handling of shooting irons ever seen in Arizona!" Thereupon he handed Jason five shining twenties.

Jason pocketed them with murmured thanks, bowed low to the crowd, and repaired at once to the saloon where, surrounded by an admiring group of citizens, he cleaned and polished his pistols until the blue, damasceened barrels fairly sparkled. This done he replaced them carefully in their wrapping.

"Good-day, gents," he said, evenly, and left the saloon.

That night Henry Jason, lately of the Royal Amusement Company—but better known to a few seekers after curious information as the champion trick pistol shot of the world—lay back contently in the big, padded seat of the south-bound Antonio and Fort Stanton stage. His right hand rested lightly upon the handle of a greasy, battered little satchel. His left hand was hidden—but from the ample folds of his gray overcoat came the faint, yet unmistakable clink of double eagles. Out of the darkness he seemed to see a curly-headed little rogue coming breathlessly to meet him. And as he meditated dreamily upon the pleasant illusion, a happy wistful smile played about his lips.—*By Julian Josephson, in San Francisco Argonaut.*

## Life And Limb vs. Dollars And Cents.

BY AN OBSERVER.

**N**INE thousand seven hundred and three killed; 86,008 injured in twelve months ending June 30th, 1906. Twenty-six killed; 238 injured every day last year. What do these figures mean? They represent the number of people killed and injured, not at the battle of Waterloo, Gettysburg or Bull Run, but by the railroads of the United States, last year.

I do not want to criticise this, the best government on earth, but why do we allow this frightful slaughter to continue, for slaughter it is, and no other name can you apply to it. Is it because we put no value on human life, or is it because "we need the money," and will not spend it to provide the necessary safeguards to prevent, in a large measure, the killing and injuring of so many of our people.

Is it because we are unable to pass the necessary legislation to stop it? Seven thousand one hundred and ninety-four collisions and derailments in 1906, 970 more than in 1905, thereby killing 1,061 and injuring 14,261 persons. Is it not possible to cut this one item down? If it is, why don't we make the necessary move? Of

the total killed and injured, given above for 1906, 59,331 were employees; 3,807 having been killed and 55,524 injured. One out of every 113 in the train service was killed, and one out of every 9 injured.

Is this to continue? What have we done, and what are we doing today to cut down this casualty list? Many conditions are primarily the cause of these astonishing figures, such as the greed for high speed, the demand for increased earnings, the non-equipment of lines with automatic block signals, the defective train order systems used, etc. Are we unable to determine what to do? We, the foremost railroaders in the world! Shall we stand idly by, and see thousands upon thousands killed and injured, annually? Are we not humane? What of our humane societies. Here is the opportunity for them to take the initiative, and stop at least to a great extent the horrors we read of every day.—"Many killed in a railroad accident."

Only a few days ago, the above words were used as head lines in one of our papers, when many excursionists returning home were hurled into eternity. When these fearful wrecks happen, what lessons

are learned from them? Should the causes be passed by unheeded? Is there an official investigation made public of them?

If two tug boats have a collision what is the result? An investigation, and the blame placed where it belongs. But, on our railroads which carry many more thousands of people than our steamboats, and where many more are killed and injured than on water, no investigation is held. Is it possible for a coronor's jury, which has had no railroad experience, to get at the bottom of

at the rate of sixty miles an hour, an unsafe speed on many of our railroads today. No matter how fast a train runs between stations, if it stops five minutes to meet a train, it is a slow train and road.

Is it not true that our trains in nearly all cases travel beyond a safe speed, and would not dare travel as fast if the safety of the traveling public and employes were taken into consideration? This must be true when we look at the accident record since January 1st of this year, which shows twenty



COMMITTEE ON SALARIES

A. McLean, No. 367

J. R. Carr, No. 374

G. W. Hummell, No. 187

J. A. Peeps, Chm., No. 618

J. P. Weaver, No. 42

these accidents? When are we going to wake up to these facts? This year, next year, or when?

This greed for high speed, as it has been nicknamed—what is it, and who is to blame for it? Is it not the public demand to travel fast? One riding on a passenger train today, no matter on what road, often hears such remarks as, "This is the slowest railroad and train I was ever on, and I will never ride over this road again." At the same time, the train has been running

bad wrecks with many lives lost, due to fast running. At the same time, you and I will not patronize a slow train or road, and, so, in a measure, are to blame for this excessive speed.

One often may hear, "It took us twelve hours to come from Kansas City, 400 miles, which is an average speed of  $33\frac{1}{4}$  miles per hour." But, how fast between stations did our train travel to maintain this average hourly speed? It would surprise many if they only knew. Thirty-three and one-

fourth miles an hour for twelve hours means on many of our busy trunk lines today, an average speed between stations of 50 to 60 miles an hour. Our railroads are not able to operate high speed trains today, with safety, and why? Simply because they did not make the provisions for them, with the necessary safety appliances. Fast trains are run today because we demand it, and not because it is safe to do so. The safe operation has not received enough attention, and is lost sight of in the demand for increased earnings. Efficient appliances cost money; human life is held too cheaply today.

Dollars are in the scales, and anything—even life—is given to make them balance. True it is, and has recently been shown by the Harriman disclosures, that our railroads have gotten in the hands of a few so-called railroad men, who really are financiers, and who attempt to railroad in Wall St., instead of on the road, giving little heed to the protection of those who ride on their cars.

What of this demand for increased earnings? Let us compare the net earnings of these railroads for the last fiscal year with the loss of life and limb. The net earnings of 313 railroad companies, covering 216,960 miles, was.....\$764,272,832.00  
Income from other sources  
was ..... 140,158,736.00

or a total of .....\$904,431,568.00  
nearly a billion dollars.

On the other side of the scales, we have the list of killed and injured given above. Nine thousand seven hundred and three killed and 86,008 injured. But, they say, not all of these casualties are the fault of railroads, many of them being contributory negligence. If so, let us take one-half of this list, and then we have 4,851 killed and 43,004 injured; 47,855 that have suffered, and for what? So that our railroads could make a net earning of a billion dollars.

We read of the Frisco disaster with the horrors pictured. It moved the world, but, did the 9,703 that were killed by the railroads last year move the world? No, not even the United States, and this in comparison with the 500 lives lost in the San Francisco disaster. The quicker Wall St.

is made to see these facts in this light, the quicker we are going to get relief. Let us have safety before speed. If we lost in one battle today, 9,000 of our soldiers, what would we do and say? Still some of our greatest battles during the Civil War do not equal these figures.

What of our block system? They tell us that we have 53,173 miles of track using the block signal systems. But, do they tell us what kind? We have only 9,743 miles



THE CHOIR

T. D. Schuyler, No. 632      C. H. Spotts, No. 383  
J. S. Collins, No. 440      W. W. Brady, No. 694

This "Choir," as it named itself, brought joy and escaped personal injury when it sung, "We're here, we're here, because we're here." The boys commenced to sing one evening at the Kimball House during the Atlanta Convention and the great crowd in the lobbies joined in with them, making it resound to their music and good cheer. When a great gathering of people can sing as that crowd, led by the "Choir," sung there is nothing much amiss with them.

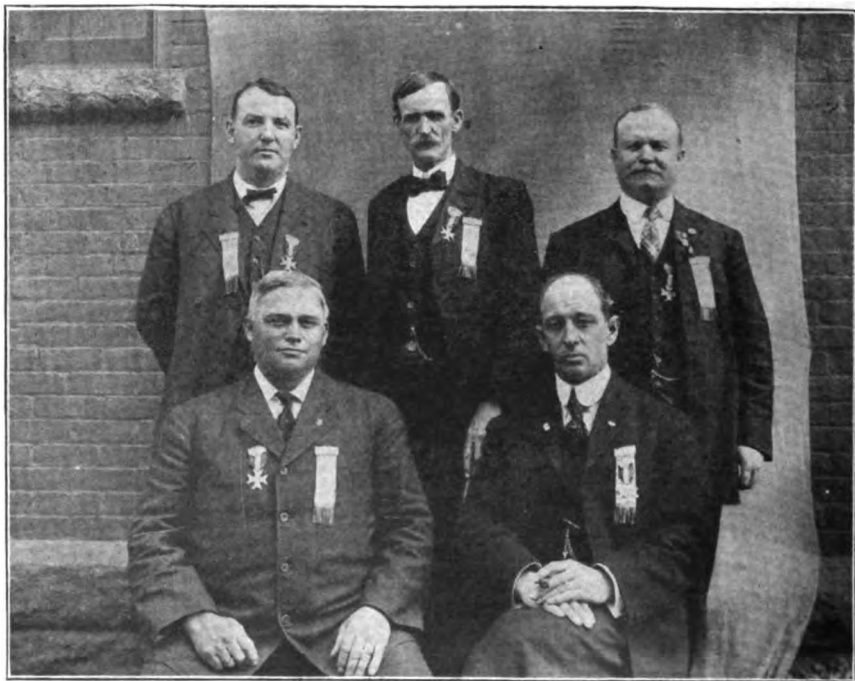
of automatic block signals, which are the only real block signals that afford the necessary protection. If the annual cost of collisions that could be prevented if the automatic signals were used, was put into this kind of signals it would go a long way toward completing the mileage that is not now equipped. Think of it! Two hundred and twenty thousand miles of track in round figures, and yet less than 10,000 miles of a strictly automatic block system. Isn't it really "penny wise and pound foolish"?



Isn't it really false economy? There is one question I would like to see answered by the railroads. Is it not a fact that the block signals we have today are being operated as money savers instead of life savers? Isn't it a question of dollars and cents vs. life and limb? Some editorials we notice say it is defective discipline. I think not! This is another loop hole through which they are trying to squeeze.

How is it that the C. & N. W. has nearly perfect discipline? Recent tests on this

of our train orders. Why was it that the railroads fought the 16-hour law? Was it for its safety? Not much, It was because it was going to cost them money. Only recently we find an editorial in the *Railway Age*, saying that the Safety Appliance Law had fulfilled its mission, and yet we killed and injured nearly 60,000 railway employees last year. Did you ever see these figures given in the press? Publicity is a great feature with our press today, but not on railway accidents, as far as going into their



COMMITTEE ON OFFICIAL ORGAN

A. W. Icks, No. 282    A. Whitson, No. 351    J. L. Rowe, No. 332  
C. D. Ingles, No. 676, Chm.    G. W. Boughton, No. 598

line of 1,625 signals tried did not show one failure. What did the railways learn from Mr. Spencer's death? Have they made any decided improvement in their now defective block system, and their now defective train order system? Not only do we need more mileage of automatic block signals, but a better system of handling our train orders. Experienced men in the service know this.

Many accidents are due to faulty construction, delivery and the understanding

detail is concerned. Yet, we are told that one-half of our railroad accidents are preventable. If this is true, why don't we make the move to prevent this one-half.

How quick the railroads have been to cry about too much legislation so that they cannot operate trains for two cents a mile at a profit, and at the same time try to convince the public that they cannot make the necessary repairs and improvements on account of material being high-priced and money short. If this is true, who has made

it so? Do they not tell us in the same breath how the country has outgrown the railroads, and are unable to handle the commerce of the country?

Some of the prominent railway officials call it unjust criticism. Call it what you will, it is what has been needed these many years. How quickly the General Managers and Vice Presidents were to write articles to try and convince the people they were wrong. What have they said, and how many articles have they been in such a hurry to write about our increasing accidents? Eleven per cent of all the men employed in the train service in the state of Washington were either killed or injured last year.

Our railroad mileage is the greatest in the world. In proportion to the population, we travel more than any other people in

the world, and, yet, how many of us realize the danger we run when we travel today? I believe there has been no question since the Civil War that so affects the people as this question of railroad operation.

What are the prospects of relief? What provisions have you and I made for relief of this question. It is not what can be done, but what are we doing? Which are we to have—increased earnings, increased accidents, economical operation, or a decided decrease in the number killed and injured every year?

When we sum it all up, and look the question in the face, rather than in the back, as we are now doing, is it not true that it is a fight between dollars and cents and life and limb, with the dollars and cents winner before we start?

## Child Labor.

BY VIRGINIA G. ELLARD, SAXBY'S MAGAZINE.

**T**HE future of our children is now becoming a question of national importance. It is a subject so interwoven with the survival and vitality of good principle among our people that it should at once appeal to the sympathetic co-operation of our zealous social reformers. These should be willing agents to promote the necessary changes in the unjust conditions which exist at present in our industrial life.

The wails of helpless children come from mine, mill and factory. They come from surroundings where the lives of these poor little abortions of humanity are in constant danger.

The child has a natural right to be placed in such a position as to be able to develop every faculty which lies dormant within it. Men, either as philanthropists or loyal citizens, should, by every means in their power, assist in this reform. We can not look with tolerance upon any industrial enterprise which flourishes upon the slavery of children and the subversion of human rights.

The cruel acts in regard to child labor have been placed plainly before the people. Public opinion has been aroused as to the enormity of the crime. We know that child labor is not only ruining the moral condition of our children, but is having the same deteriorating effect upon the employes themselves, who seem unable to realize the disastrous results which the system entails. They can look with indifference at the bent forms, the pinched cheeks and the dull eyes, without sympathy and with no desire for reform. Greed seems to have blunted all the finer feelings and sensibilities in men, whose highest ambition appears to be to fill bank vaults and to jingle money in their pockets, while all noble aspirations are choked by gold ere they are unfolded in a generous deed.

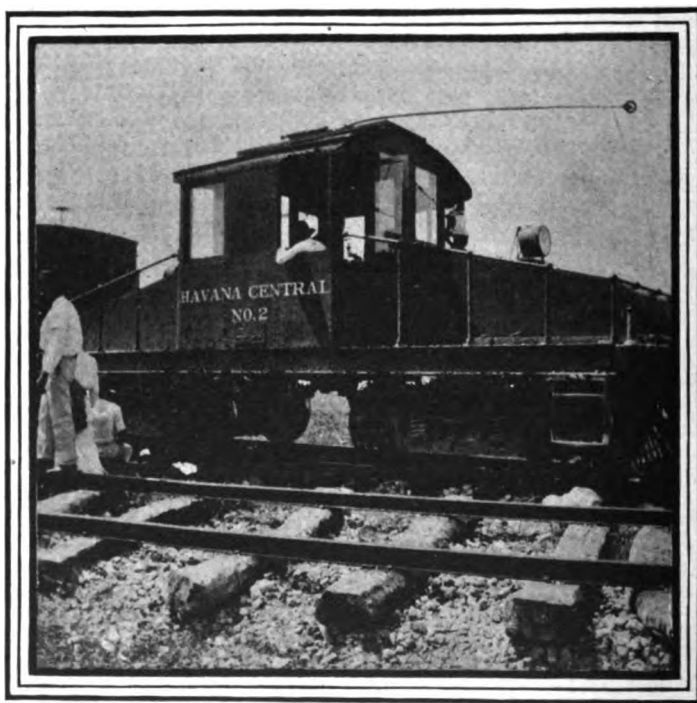
As the crusade has been started against the spread of contagious disease by the establishment of improved methods for the purpose of subduing it, so must the philanthropic public continue to wage war against any further slaughter of innocents. Better for the child would be its destruction at

birth than to drag its brief existence through a few years of suffering; or, if surviving, to meet its other lamentable destiny, either in a prison cell or to follow the corrupt career of a degenerate citizen.

Appeal to individual corporations will avail nothing. Some of our strongest industrial forces are using all their influence to retain these children in this terrible bondage. It will take persistent energy on the part of the people to efface the iniquity

ity, as well as for the credit of our country. The time has come when public indignation must inveigh against blood money. When we make a holocaust of our children's lives and characters, we possess nothing less than the heart of a savage and the moral nature of a beast.

A child is sacrificed and falls in its tracks. No one is held responsible. The ranks are soon filled, and the monster, Greed, again devours. Legislation must



ELECTRIC ENGINE. HAVANA CENTRAL RAILROAD. CUBA

which permeates our industries, at the expense of human life and morals.

Our duty now is to protect the child, in order to save our nation from a race of anarchists and degenerates, the inevitable result of ignorance and brutalizing surroundings. Under the rule of child labor the little ones are the prey of forces which are sapping their vitality to such an extent that scarcely a vestige of health or of moral character remains. We have an issue which must be confronted for the sake of human-

come to our rescue. Our hopes rest in the effective measures which our statesmen have in their power to inaugurate. Senator Beveridge presented before the Fifty-ninth Congress a Child Labor Bill, which, it is to be hoped, will be taken up and passed by the next Congress, and bring forth the desired reformatory result.

Even if the revenue to the railroads diminish, the loss of money will be more than overbalanced by the upright principle and the strict sense of justice which will characterize us as a nation.

## Cuban Railway Traffic.

GEORGE RICE.

**F**IND that there are some pretty good steam roads in Cuba, but with ample room for improvement. The same old custom of buying up second hand truck from other countries and reconstructing it over for the local service, prevails here as in the Philippines. I came here with the army last October and have had several extensive rides on the Cuban railways with troops. They are pretty slow in moving us. In America, we soldiers are prone to object to being held up in troop trains while the cattle trains go by. But after having traveled a number of times on some of these Cuban roads, a man ought to be quite content with the American plan of traffic. As above stated, much of the rolling stock has seen service in other countries. However, with the reconstructing and adjusting which the locomotives and cars get in the hands of the native engineers and trainmen, the outfit is made to be quite effective. In the first place no one seems to be in a hurry here. There is always plenty of time on the railway as at the dining table. And at the latter place the Spaniards and Cubans while away hour after hour, talking, eating



A CUBAN ENGINE. CENTRAL HAVANA RY.

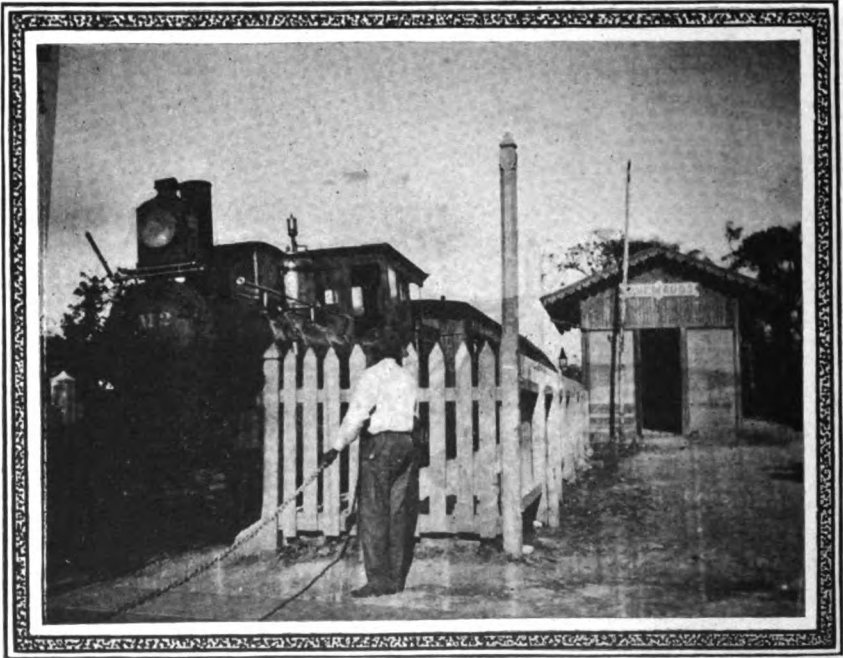
and drinking. The steam cars, like the electrical line of cars, are intensely accommodating and will wait until everyone says good-bye to his friends. Ample time is given at every station to get off and view the scenery. The tracks seem to be clear for many of the trains, and the other train is not sent forward until the first one lands somewhere. There are but few accidents as the engineer keeps a sharp lookout, and as he is always moving slowly he has an abundance of track

ahead on which to apply the brakes and stop.

While the engine and the cars give forth a plainly discernible sound of rocking and rolling parts as if the journals of the cars were all loose and in a worn condition, the trains almost always stay on the track. Still, on several occasions, the trains went down between the rails, due to the spreading of the same. This is something which often happens in Cuba. It occurs on the electrical street car lines too. There is a failing on the part of the native track men in keeping the rails correctly adjusted. They

some of the lines of road, I observed numerous wagons employed in moving heavy stone to the lines for conveying to Havana and other central points. This stone is a soft material, readily cut with axes. The builders of the cities utilize it in the construction of large structures.

I know of several branch lines which would hardly keep running if it were not for the freight business in hauling these large stones. Then there is the general market trade. On Fair days or market days, considerable business is done by all of the railroads in carrying people and merchandise.



GATEMAN, CUBA

are always spreading. Hence it is not an unusual event to run along on the ties a fraction of a mile. But no one minds this very much. While the traffic of passengers is not an overburden to some of the lines of roads in Cuba, the freightage is. There is a great amount of freight to be hauled, particularly in the sugar cane districts. It would be difficult to determine what some of the roads would do without the patronage of the sugar manufacturers, the lumber men and the stone people. In traveling over

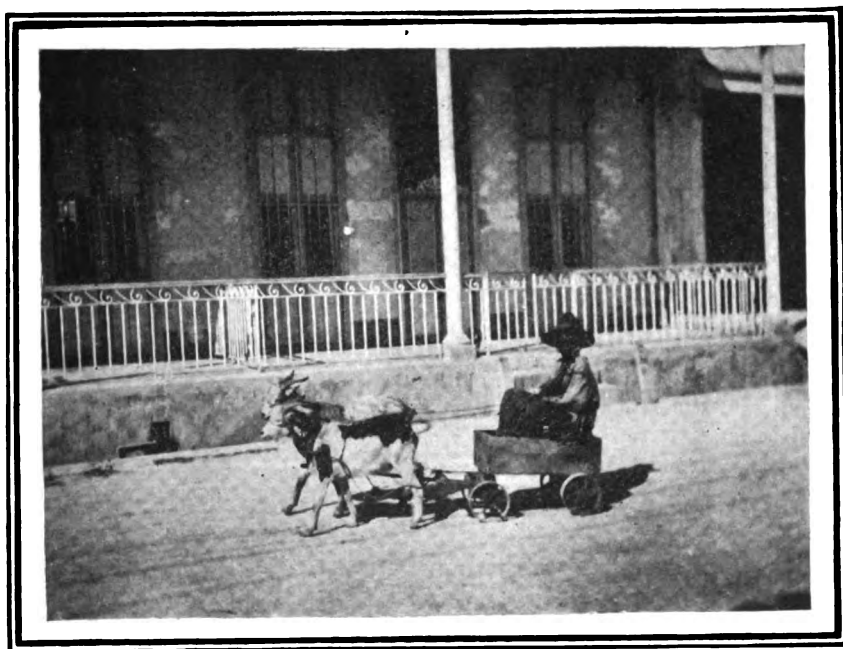
I felt a keen interest in the engine and train crews. Most of the men are Cubans, although there is a sprinkling of Spanish, and now and then one sees an American engineer or fireman. The pay is not nearly so liberal as it is in America, hence about the only time an American runs on an engine is when he is hard up and needs work. The train crews are almost exclusively Cubans or Spaniards. They do not come out in the blue uniforms so familiar in America. They wear a grey cotton garb, which is

quite neat when kept clean. But cost of laundering is high in this land, and garments are often worn when soiled. Therefore I observed that the uniforms of many of the trainmen of the roads were not in a tidy order. Then some of the crew are inclined to vary the uniform with white jackets, and these white jackets become spotted with daubs of axle oil which makes them very unsightly.

The trainmen are accommodating. They may not have any baggageman to handle your trunk at the smaller stations, but you

some of the American roads in the United States.

The average traveler depends upon what he carries in his lunch basket or what he can pick up along the line. And many of these eating stations along the line, if any, are not as clean as we are accustomed to see in the United States. The Cuban cooks and waiters do not take much pride in their places. Things are thrown about quite promiscuously. Refuse of all kinds may be seen about the place and odors are frequent, often to the extent that healthy patrons



GOAT TRAFFIC BETWEEN RAILROAD AND SURROUNDING TOWNS. CUBA

can call on a train hand. Of course his palm is ready for the coin, but this is not necessary, and it need not cost you anything unless you desire to tip him.

I found trouble in getting meals along the line. There are some cars "Particular" and cars, "Especialla," etc., which are beauties. These are reserved for nobility. That is the stockholders and great men of the country. These cars are finely fitted up with dining facilities and sleeping accommodations. In fact, some of the reserved cars are superior in design and ornamentation to the special cars of the officials of

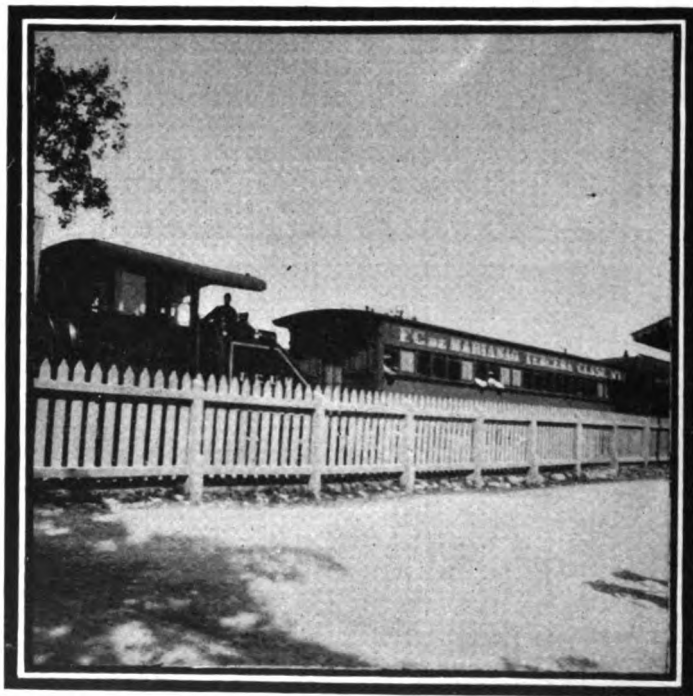
have their cravings for food affected and fail to dine at the place.

Sometimes when you take a night ride you can depend upon a rough pattern of berth and sometimes you cannot. I always make up my mind to sit up in the seat and sleep there through the night. There may be some berths, but other inhabitants thereof predominate, and you are not inclined to occupy the same.

I understand that many innovations are under way. I am told that some American engines and cars are to be brought here

and put on the roads under American direction; that the trains are to be speeded up; that the dust covered engines are to be cleaned and refitted; that the rattling bearings of the engines and cars are to be

scoured, and various other improvements are in sight. The lighting of the cars is good where they are using the carbide tanks and acetylene jets. Oil lamp lighted cars are gloomy and too dark for reading pur-



THE LINES ARE FENCED AT CROWDED POINTS. CUBA

re-babbitted or re-furnished; that the car poses. The trainmen will, when the windows are going to be washed; that changes are made, have regular clean some insect powder is going to be put into clothes days, and we look for a new order the berths; that the floors of cars are to of things in the near future.

## The Prevention Of War.

**T**HE international peace conference is something not to be taken as a serious matter, unless its chief promoter, defender and supporter, Mr. Andrew Carnegie, is regarded as the whole affair.

The peace conference is good only in that it permits several nations to send representatives, who can be spared from the army or navy for a brief period, and a few near

statesmen, to sit solemnly in conference and discuss ways and means to an end that no nation can afford to abandon while the peace conferees play a make-believe game to keep up appearances, just for what purpose none has thus far demonstrated.

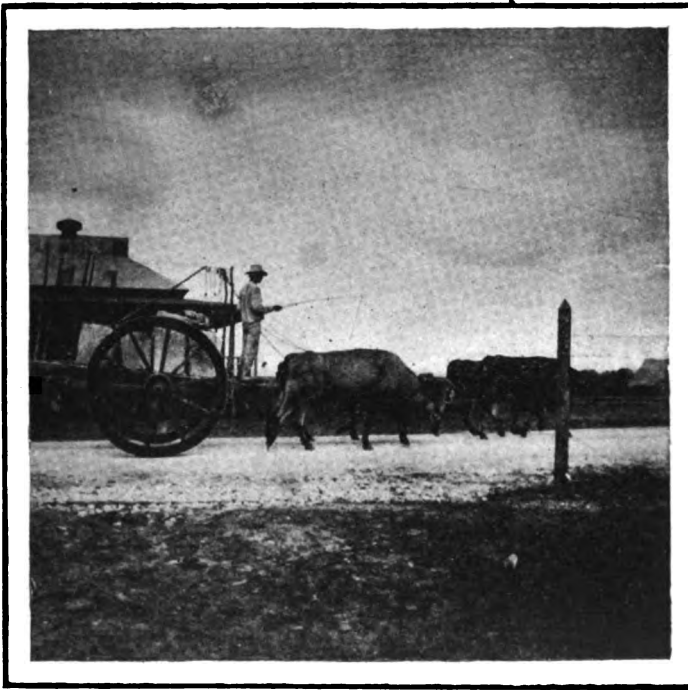
Mr. Carnegie is doubtless more in earnest for peace now than he was several years ago when his paid detectives were fighting the striking employes of his great mills at

Homestead. Old men appreciate the blessings of peace, while young men think little about it. There is too much red blood in the average young man to want to sit by the fireside and wish he had been born a girl when the guns begin to pop.

The dream of international disarmament may be continued, but it never will become a part of an international realization. If such a thing did happen it would mean the waking up of the nations some fine morning to look at a fist fight between people who

rails and sells its navy for junk will have the experience of every weakling when he meets his superior. It is not human to overlook the weak points in either men or nations, and regardless of how the old men may feel in council, it will always be the young man for war.

Mr. Dooley, of Archey Road fame, has said his say regarding the peace conference and a portion of it refers in a most convincing way to the haste shown and the reasons to get to war. He also makes a timely ref-



HAULING STONE TO THE CARS. CUBA

could not and would not agree until one or the other had been licked into submission.

The best preventive of war is to be well prepared to fight and to know how to fight when peace demands fighting ability. This little old land of ours does about as much chasing about with the traditional chip on its shoulder as any of them, yet it is not guilty of too much indiscretion when exchanging "sassy" talk with a first-class nation and, so it is with the others.

The nation that turns its arms into steel

ference to the degree of danger between the warrior and the railroad train employe that deserves special remembrance. In part he said:

"An' Andrew did it all. A great man, a great little man, finest advertisement iv oats, Caledonya's favrite son an' a product that Pittsburg ought to be glad she turned out. He done it all, th' fine little man. He got a grudge agin War as a pursoot. He pitched in his mind thousands iv young men throwin' down th' useful pick an'

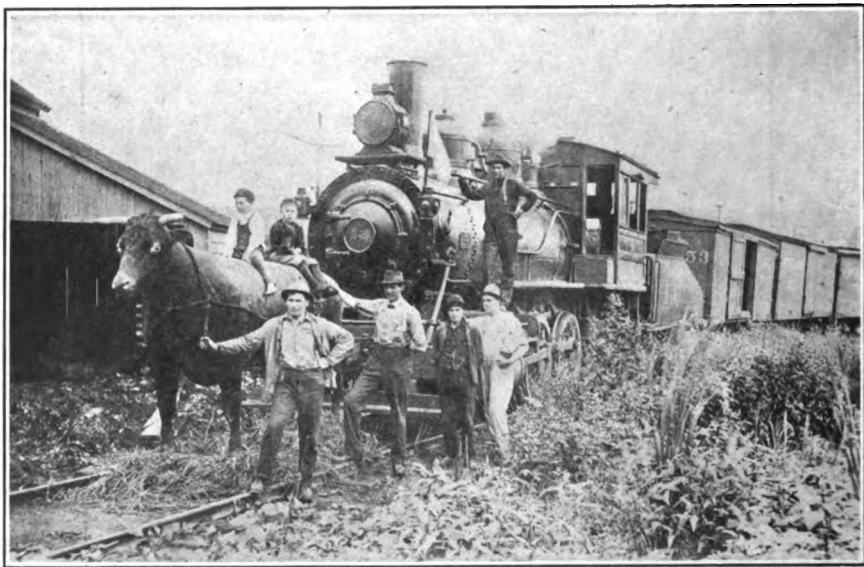


shovel an' takin' up th' more aisily carrid rifle an' exchangin' th' hon'rble blue overalls an' red flannel shirt f'r th' degradin' khaki an' yellow boots an' slouch hat with sabres crossed on it, an' goin' off on a thrain without payin' anny fare, an' th' thought filled him with horror.

"War certainly is hell, as Gin'ral Sherman said with a smile. What cud ye imagine more dreadful thin a young man that has had his life consecrated to hon'rble toil chasin' off to th' ignominyous pursoot iv arms? Today he is sarvin' his counthry well be pushin' a small thruckload iv soft coal up an incline that Barnum ought to have in

counthry's honor an' th' foolish artyzan says to himself: 'Be hivens this looks good to me. I'll be fine in th' kind iv clothes th' boss wears whin he comes down to th' foundhry fr'm a ride in th' park. It'll be gr-reat fun, somethin' like a bricklayer's picnic at Willow Springs but not so dangerous to human life, I am f'r war, an' maybe Mary Ellen McGraw that's so struck on that fresh fellow in injine two will see me whin I march away an' know that manny a thrue heart beats outside iv th' fire departmint.'

"An' so he tells th' foreman what he thinks iv him an' his fam'ly away back, an'



A D. & H DOUBLE HEADER, LODGE No. 296

his circus f'r th' loop th' loop lady, or injyin' a quiet afthernoon in July blowin' glass, or thrippin' lightly fr'm car to car on a fast freight an' sometimes gettin' undher th' viaduct an' sometimes hurtin' it with his head. If he on'y knew it, he's a man we ought to be proud iv. He's a man we ar-re proud iv. He's a man Andrew Carnaygie wud be glad to go up to an' grasp him be th' hand an' say to him: 'Thank ye, me good fellow; go back to wurruk now.'

"But somebody comes along an' blows a bugle, th' newspapers tell him that 'tis up to ivrybody not engaged in th' dissimulation iv news to sthrike wan blow f'r his

manny a man buys him a dhrink an' he enlists an' gets into free clothes that he used to rent f'r a dollar f'r the Mardy Gras Ball at Finoocane's hall. An' he marches through th' sthreeets with th' banners wavin' above him an' maybe th' boss lookin' on an' sayin': 'There goes wan iv me fellows. If I didn't have so manny inthrests at stake I'd like to lead him. He'd follow me through hell,'—an' ye bet he wud, too, an' often wisht that he'd have a chance some day. An' he comes to th' deepo where cow'rds he niver knew shake him be th' hand, an' his father an' mother cry over him, an' sthrange ladies pass up to him

baskets full iv th' kind iv food he niver saw before excipt at surprise parties, an', be hivens, there standin' on a thruck is Mary Ellen McGraw.

"She is thryin' to attracht his attintion, takin' a hankerchief out iv her mouth an' wavin' it an' thin puttin' it in her mouth again till she thinks she's caught his eye an' thin wavin' it furyously, an' half gigglin' an' half cryin' all th' time. He sees her, but he don't let on ontill he can't stand it anny longer, an' thin he gives her a surprised look an' hollers out: 'Why, Miss McGraw, hello there;' an' whin th' whistle blows an' th' thrain pulls out he doffs his hat carelessly as an old sojer shud, an' Mary Ellen waves her hankerchief so far forward she falls off th' thruck an' tells th' hayro iv th' hose cart that she will go home alone with her grief, thank ye, an' th' fire fighter goes back to th' injine house an' fairly throws away a game of dominos with th' pipeman.

"'Tis this thragedy that Andrew has broken up. An' he's right. Ye look on this here young fellow as a hayro. And-

hrew an' me look on him as a deserter. That's what he is, too. He's left his proud position in th' industhreeel army. He's abandoned his post. He's quit Andrew. He ain't to blame. \* \* \* \*

"But to a lad, war's a picnic. If he didn't feel that way there wudden't be anny wars.

"Ye can't convince th' kind iv young fellow that ye get fr sojers that it's a perilous occypation. He knows it ain't, compared with th' kind he's used to. Larkin has th' figures, an' he can prove to ye that anny man brakin' on a first-class American railroad listed on th' New York Stock Exchange has about five times as good a chance to be kilt as th' most inthrepid sojer. How many old railroad men d'ye see around? An' how many vethrans iv th' Grand Army iv th' Raypublic? I know 'tis wrong fr a conscript in th' industhreeel army, who's detailed to th' important post iv cannin' white lead to fly his jooty whin he's called upon to go out an' shoot fr'm behind a three at foreigners that he used to throw bricks at, but ye can't prove it to him."

## "Our Mad Evolution."

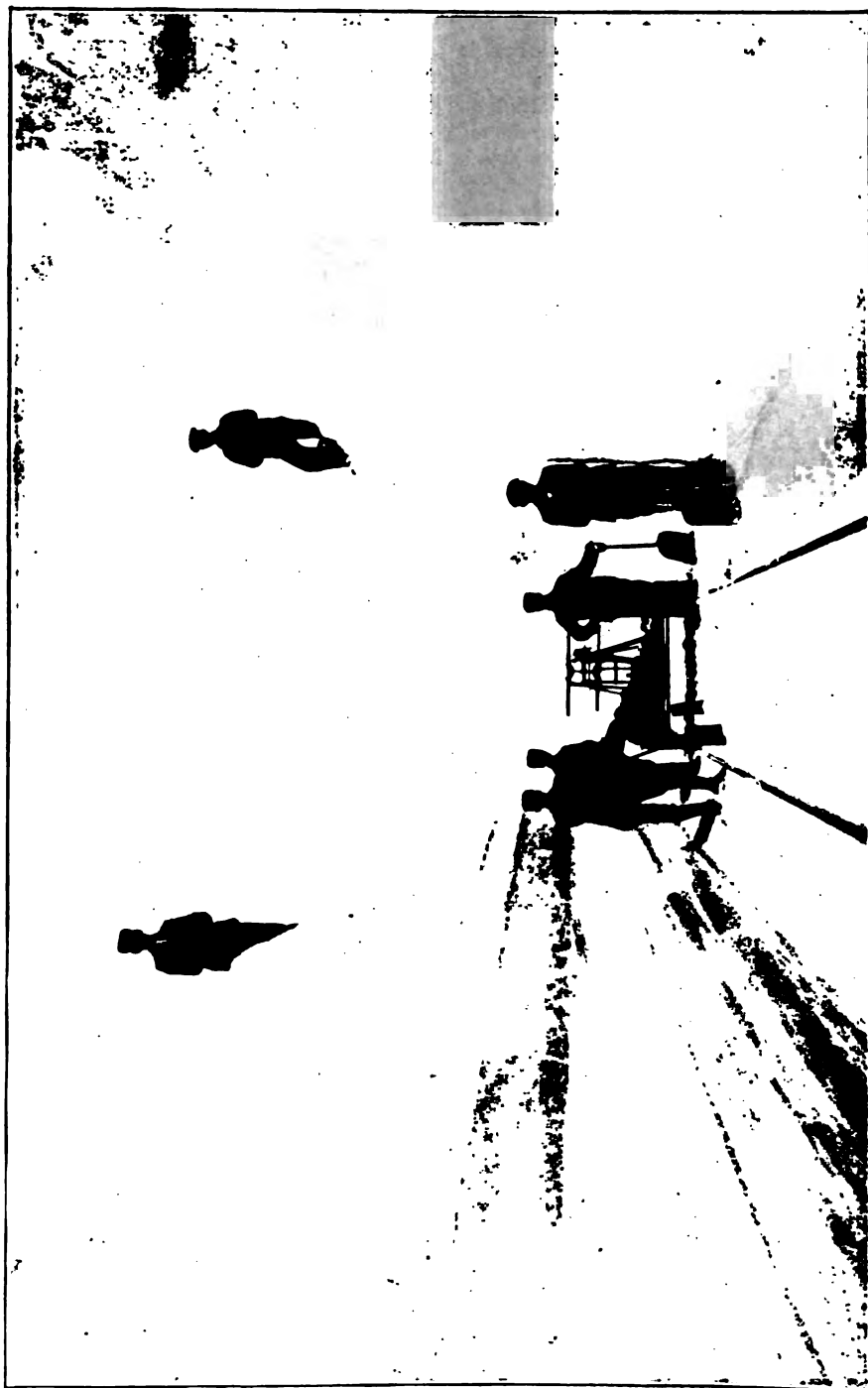
JOSE GROS.

**D**O honesty and philosophy stand by the cardinal equal rights of all men." Is there anything obscure or complex in the conception that those twelve words embody? And yet, how few men are still unwilling or unable to catch the full meaning of that sentence! It represents the esence of human development. It carries in itself all the religion and christianity and philosophy and science we need for a life worth having, the very kind that few men if any manage to ever have for any length of time. As a matter of fact we establish our own manufactured religion and christianity on the absurdity that humanity has not yet received the power to develop but in the midst of a perpetual chain of sins and blunders and murderous conflicts, conflicts which actually kill, not only our bodies, but

our souls; in the sense that we pass through life terrestrial with but a fragment of the joys and manhood that a healthy civilization would give to all of us.

As an endorsement to some of our previous thoughts we shall now condense an article published by the *North American Review*, March 15th, on "Trusts."

"Man must be selfish or else he goes down. We must have capital so we can employ the working multitudes, and give to small investors some income from interest and profits in the large combinations, that we may produce the wealth we all need, and build up railroads for transportation. We need banks to regulate and diffuse the money supply that helps production, and give to many the means to do some kind of business. Large concentrations of capital need large profits to face the great losses



"WHERE THE BALMY SPRINGTIME BREEZES BLOW."  
A snow cut of fifteen miles in length and averaging 15 feet in height, on the Deloraine Branch of the Canadian Pacific Railway, April 17th, 1907

of the risks they often have to run for the sake of meeting the increasing needs of civilization. All this comes not from the force of any laws but those of industry. The same evils have existed ever since men held property. We have to have captains of industry, men endowed with great organization capacity in industrial affairs. They themselves can only exist in so far as we have large numbers of men to be led so that to become useful workers and citizens. Our only trouble is that some men misuse capital that belongs to others. Capital then requires every possible protection and security from government. The very well being of the community needs that capital should be fully protected by the entire community."

As we write on the latter part of May, over two and one-half months have elapsed since the publication of the article we have condensed. None of the many important papers over which we have an eye has found anything wrong in what we mentioned as the kernel and substance of the contribution in question. It is then considered correct by the men who control the destinies of our nation. If the prince of darkness could talk, or if any group of despots who lived forty centuries ago, could get out of their graves; they all would find that article admirably adapted to their own ideals about what civilization should be. It follows then that our today's progress rests on the same old principle of selfishness, monopoly, injustice and industrial barbarism of ever before.

It seems that we, the finest fellows everywhere, at the head of the advanced nations, must be selfish or perish, when civilization would come to an end. Nobody would build up any railroads, no banking concerns, no capital, no money could exist if we, captains of industry, were not here to superintend our crazy Madam Civilization. What could the working masses do without some of us, the only few men whom God has seen fit to endow with the faculty of employing the multitudes and organizing industry? Not even the small employers would find any money or capital with which to handle their concerns, nobody could have any income from interest and profits if we were not around to save humanity from

destruction, and to prevent men from wasting their savings in some foolish nonsense. The natural resources that God has created \* \* \* the working people could not use that land if we were not here to tell them: "*Please keep out of that land, which is our own. You can only live and work on earth when we allow you so to do, and fix the terms by which we shall let you live and work on the face of the planet.*"

And still those tremendous captains of industry, with their wonderful capacity to produce capital by simply taking hold of the wealth that other men have created; still such stupendous fellows need to be protected by government; and the whole community, the working masses, have to tell the captains of industry: "*Here we are ready to keep you alive, so that you may be able to perpetrate all the industrial iniquities that your selfishness may suggest to you.*"

The logic of despotism and monopoly, the two words produce the same results; that logic has always been as follows: "Civilization, progress, government, society, culture, education, religion; all must commence with and sanction a certain tremendous and all pervading crime, the crime of giving to some men the legalized power to rob the rest of the natural resources by God created for the equal and full benefit of all men. That crime should be perpetrated in forms indirect but effectual, so that over ninety per cent of the race shall only be allowed to retain a small portion of the wealth they may be allowed to produce. That crime shall give to one, two or three per cent of each nation, the power to do what they like with the destinies of the rest of the human family. Under such conditions few men shall evolve brains clear enough to see how the above mentioned crime can be suppressed, blotted out, and, through our control of education, and religion, and the law-making power, we, the few, shall remain the masters of the many for centuries untold."

When we are dwelling on the endless conflicts and aspirations of humanity, some wise pietist is apt to try to close up the discussion with that grand dictum of all despotisms and injustice, viz: "We all must be satisfied with what God allows us to have."

Is that so? And, therefore, we must keep on satisfied with a civilization that does not allow God to have any thing to say about the life that we all have been having ever since Cain murdered Abel! God wants us to have peace and joys and all the physical elements indispensable to a sanitary and sensible existence. We decree that we shall have nothing of the kind. We want the conflicts of selfishness. We want occasional military wars because we wish a constant war in all industrial life. We want the perpetual war of rebellion against all divine law. We want monopoly and sin as the

fundamental principle on the throne of every national group.

We thus discard the righteousness of the Father at the very foundation of all human growth. That forces God to limit his help to men to some of the incidents of our terrestrial existence, and to curtail the bad results of our combined and collective perpetual enmity against the bottom commands of the Father. When shall human folly stop it's mad evolution? When shall we see that it is much easier to be in peace with God's simple laws of joy, than in peace with our laws of sorrow and sin?

## Getting A Living.

BY PROF. IRA W. HOWERTH,  
*The University of Chicago.*



GETTING a living is a problem in the practical art of getting wealth. Wealth, though only one of the elements of complete living, is an essential one. No wealth, no life. In some manner all who live must get a living, using the word living as equivalent to the material means of life. Now, aside from downright theft or robbery, there are three methods by which a living may be obtained. They are the parasitic, the predatory, and the productive.

The parasitic method is most clearly exemplified by the pauper and the idle rich, though these by no means exhaust the list of social parasites. In the animal and plant worlds a parasite is any organism that lives upon the body of another. So a social parasite is one who gets his living from society, appropriating by virtue of law or custom, or personal relationship, the products of the labor of others, but without resort to fraud, theft, or violence. The social parasite need not necessarily be idle, but he produces nothing. He may live in rags or in splendor, but economically he is a mouth without hands. Society as a rule condemns him, but it does not recognize the true extent of the parasite class. It includes the tramp, the vagabond, and the pauper in its conception, but is slow to recognize that the idle rich belong in the same category.

Said Prof. Cairnes, the celebrated economist, in a passage often quoted: "It is important, on moral no less than on economic grounds, to insist upon this, that no public benefit of any kind arises from the existence of an idle rich class. The wealth accumulated by their ancestors and others on their behalf, where it is employed as capital, no doubt helps to sustain industry; but what they consume in luxury and idleness is not capital, and helps to sustain nothing but their own unprofitable lives. By all means they must have their rents and their interests as it is written in the bond; but let them take their proper place as drones in the hive, gorging at a feast to which they have contributed nothing."

Economically, then, the pauper class and the "leisure class" come to the same thing. Both classes exemplify the parasitic method of life.

This method of getting a living carries its own penalty. Parasitism always results in degeneracy. Dependence brings helplessness. The strengthening and ennobling effects of useful labor are lost to social parasites. It is consequently impossible for them to develop in themselves the highest character. At the same time they prevent others from attaining their highest development. For these reasons, if for no others, they should be frowned upon by society,

They deserve and will receive the contempt of all right-thinking people.

The second method of getting a living is to obtain by fraud, force, or cunning, exerted within the pale of law, a share of the product of labor. It is the method of the grafter, the exploiter, the business man who divorces his business from morals—of all who take from those who make. The essential difference between those who follow this method and those who employ the method previously spoken of, is the difference between the animal parasite and the bird or beast of prey. The first depends upon others, the second preys upon others; hence it is called "predatory." Those who live by the predatory method are not idle. On the contrary, they are often among the most active members of society. They may be distinguished from the real agents of production, however, by the limitation of their economic function to the matter of altering to their own advantage the distribution of the wealth produced by others. They work, but, as it is sometimes said, they work the workers. Instead of doing something, they do somebody.

It is obvious that those who live by the predatory method are not ethically superior to social parasites. Economically they are alike in this, that neither produces. And, yet, throughout history the predatory life has been regarded as dignified and honorable. The destructive soldier, the plundering baron, the exploiting capitalist, have ever been the men most admired and emulated. What man today does not feel complimented if you speak of his aquiline or leonine qualities, or who would not get mad and want to fight if you should liken him to a sheep or a dog? The lion—the typical beast of prey—is still the symbol of our ideal type of manhood. Only one of the great teachers of the world has had the wisdom to perceive, and the courage to proclaim, that the truly ideal qualities are those of the much despised domestic animal. This he did when he said, "Blessed are the meek: for they shall inherit the earth."

Of course the historical explanation of the dignity and honor attaching to the predatory life is simple enough. It is the same as that of the contempt in which the life

of labor has always been held. Productive labor, at first imposed upon the slave, because more irksome than hunting and fighting, has brought with it, even into our time, the taint of slavery. Hence to live *upon* labor, rather than *by* labor, has always been a badge of respectability. But when we examine the real nature of predation, and its economic results, we see that it differs from robbery in no respect save its legal sanction. The same instinct and perception, however, that led society to outlaw the thief and the robber must sooner or later induce it to take the same step in regard to all who live by preying upon their fellows. Things which are equal to the same thing are equal to each other.

The third method of getting a living is by actually producing the commodities upon which one lives, or their equivalent, or by rendering adequate service in exchange for them. It is illustrated by all who, with mind or muscle, are engaged in the process of creating utilities. This is the method of productive labor. It is the only method that has even a relative justification. It works no injustice to others. It develops character, individual and social. Society has been slow to recognize its peculiar ethical merits, but the time must come, if right is to prevail, when it alone will be stamped with the mark of social approval.

Society, then, may be roughly divided into three classes, determined by the several methods of gaining a livelihood. These are the producers, the plunderers, and the parasites. The line between these classes is vague and ill-defined. A man may belong to each of them at different periods of his life. Indeed, he may belong to all three at once. Some of his wealth may be produced by himself or earned, and some appropriated parasitically or predatorily. But usually men follow one method or the other, and are hence susceptible to classification on the ground here suggested. Economic function, the mode of getting a living, is indeed the true basis of a scientific division of society into economic classes. Mr. Ghent, in his book entitled "Mass and Class," proceeds upon this ground and divides society into the following classes: Wage-earning producers, self-employing producers, social servants, traders, idle cap-

italists, and retainers. This classification only represents a more refined analysis. The significant fact is that there are such classes. It is useless to deny their existence. It is absolutely necessary that it be recognized if we are to arrive at an explanation of the present conflict of opinion in regard to questions of capital and labor.

As long as these different methods of getting a living are followed, and as long as the classes arising from them continue to exist, there will be differing and conflicting views of the problems of life and labor. For nothing is clearer than that a man's economic and ethical views are affected by his mode of life. If you wish to know what a man thinks of a given problem, study his interests. Interests determine views more frequently than they are determined by them.

Why is it, for instance, that the employer is likely to be suspicious of trades unions, to oppose the raising of wages, the reduction of the hours of labor, and the closed shop, while the laborer may be expected to favor them all? It is not because either is necessarily ignorant or dishonest. It is because each belongs to a specific class having specific economic functions and interests, and the thought of each is affected by these interests. The employer may persuade himself that the particular thing which he opposes—the union, picketing, the closed shop—is “un-American,” “subversive of the fundamental principles of our government,” a “violation of liberty,” and may swell with the soothing conviction that he is the champion of human freedom, but the fact will remain that self-interest is, as a rule, his primary motive, and that his profits are the sacred ark of the covenant which he so zealously defends.

So the laborer may plume himself on his superior morality, and denounces the villainy of “profit-grinding,” the social harmfulness of the open shop, the degradation of piece-work, and the like, but it will be none the less true that behind it all stands the wage scale which is the primary object of his jealous care.

Does it follow that both are equally right? Not at all. Both may be equally honest, but which one is right depends upon

which one stands for the permanent interests of society, which one represents most nearly the ethics which are destined to become universal.

Now it so happens that, as has been pointed out, the productive method is, of all the forms of getting a living, freest from the element of spoliation. The ethics of the producing class must, therefore, most nearly approximate the final form. The two great moral convictions that have arisen and gained general acceptance among productive laborers have been described by Mr. Ghent as the ethic of usefulness and the ethic of fellowship. The ethic of usefulness he defines as the conviction that work of social value is the only title to income; that when no social service is rendered no reward is due; that the man who will not work is not entitled to eat. The ethic of fellowship or brotherhood is the conviction of the duty of friendly association and collective effort for mutual benefit. These two ethics are fundamental and permanent. They must become universal, for they are necessary to the highest kind of living. The method of getting a livelihood that violates either of them must be supplanted, for the hope of the world is that the life of each will so enlarge and be so ordered that in getting a living no one will in any respect interfere with the rights of others to life, or prevent his own physical, mental, moral, and esthetic development.

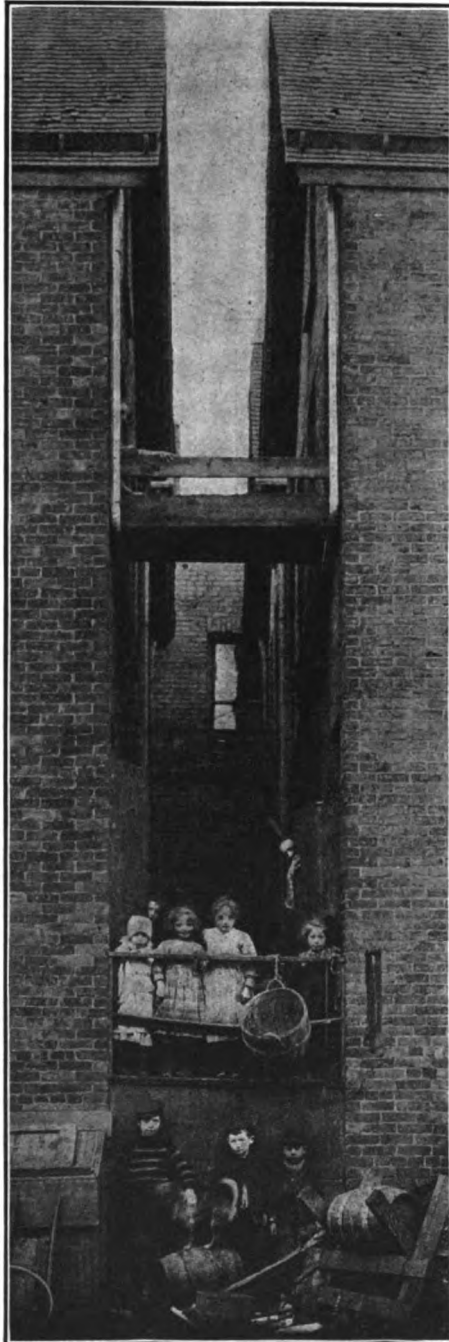
Ethical considerations, then, demand that the various economic classes of society be merged into one—the *producing class*. This would lead to identity of interests, which alone can bring unanimity of opinion, and, as a consequence, industrial peace. It is obvious that this whole matter is primarily a question of creating or transforming opinion—a question of education. Somehow men must be made to see and feel that to live by the labor of others is unjust, degrading, and dishonorable. They must be made to realize, not merely the respectability of productive labor, but also that without it as an element of life no man can really live. Living will then become in part the result, as well as the true object, of getting a living.—*American Federationist*.

## The Housing Problem In Wisconsin.

DESSA KUNZ. *Charities and The Commons.*

**W**ITHIN the last few months widespread interest in housing conditions has been aroused in Wisconsin by a monograph recently issued by the State Bureau of Labor and Industrial Statistics. This report is the result of a law passed by the legislature calling for such an investigation. The interest aroused is due not so much to the size of the problem as to the fact that all of the elements of unsatisfactory housing conditions exist in some degree and need only time and public indifference to develop dangerous proportions which will make the problem, owing to its nature, exceedingly difficult to solve.

The detailed investigation in Milwaukee covered eight districts which were supposed or known to contain insanitary or crowded conditions. The first district chosen was the ghetto, including about seventeen blocks, west of the Milwaukee river and about eight blocks north of the main business section. This territory



Back to Back Tenants. Space four feet eleven inches.

was formerly occupied by Germans, but it is now inhabited almost exclusively by Russian and Hungarian Jews. The steady immigration of these people is constantly increasing the size of this Yiddish quarter and also the density of population within its borders. The chief evils found here were a number of old and dilapidated buildings, a considerable number of basement dwellings, insufficient and insanitary toilet provisions, unclean houses and yards due to careless habits of tenants and the confining of chickens in basements by "kosher" butchers. A degree of overcrowding was also found in this quarter, although the evil of one-room overcrowding was not so serious as in other sections of the city.

The second district covered a considerable area directly north of the main business thoroughfare, extending from the first alley north of Grand avenue to the southern boundary of the Jewish quarter, and from Second street



to about Eighth or Ninth. Throughout this section the interior of blocks and the rear of lots present an array of sheds, shanties, dilapidated dwellings and a general appearance of shiftlessness so foreign to the larger and better part of Milwaukee, that the investigator feels himself transported to a strange city. This is not a tenement district, however, as the buildings are small, few containing more than one or two families, and the number of basement dwellings is limited. But in this district the small houses are often so crowded upon a lot that not one square foot of free yard space remains. By this crowding of buildings, exterior win-



CATCH BASIN FOR THREE BUILDINGS  
Foreign Homes, Milwaukee, Wis.

dows are rendered useless in many cases for lighting or ventilation and dark rooms are developed which equal in wretchedness those in the largest tenements. Other evils are dirt, decay, improper drainage, defective plumbing or none, rear dwellings, open basements which become the receptacle for all manner of rubbish, and an accumulation of garbage in back yards. In some cases the only means of securing water upon the premises is from a pump or hydrant in the immediate vicinity of the garbage pile. This district contains within its boundaries six blocks inhabited chiefly by Negroes.

The third district investigated included

about twenty-seven blocks in the lower third ward between Lake Michigan and the Milwaukee river. The majority of the inhabitants of this section are Italians although a few Irish still remain, the remnant of a large Irish population inhabiting the ward before the fire in 1892, which swept over this section, destroying many dwellings and scattering the inhabitants. This district now contains a considerable number of small tenements in which the greatest evils are basement dwellings, dark sleeping rooms, inadequate light and ventilation in living rooms, and lack of cleaning and repair. Many of the lots left vacant by the fire are now occupied by dilapidated frame dwellings which were moved on at a later date. In some cases no space is left between houses on adjoining lots, so that exterior windows are here rendered useless, and insanitary dark rooms are developed in these small frame dwellings. Rear yards are badly drained and water stands in many cellars.

The fourth district selected for investigation was Jones Island, a part of the city directly south of the Italian district, separated from the mainland by the Kinnikinnic river. This so-called island, which is really a peninsula formed by a sand bar, is inhabited by Polish and German fishermen and their families. The houses are one-story frame cottages crowded in at random, with no attempt at the formation of streets. With a very few exceptions, each house contains but one family. The district has no city water supply, sewerage, paving or light. At the time of inspection the only police protection it received was in the appearance of an officer upon the island once a week. Some effort has since been made by the city to furnish light and more adequate police protection.

The fifth district included the 'longshoremen's homes, mechanics' homes and cheap lodging houses along South Water, Clinton, and Reed streets in the fifth ward and Kinnikinnic avenue in the twelfth ward, which establishments are notoriously insanitary, overcrowded and badly constructed and regulated.

The sixth district included a small section of the seventeenth ward in the vicinity of the rolling mills, where are situ-

ated a number of Italian and Hungarian lodging and boarding houses. The majority of these are conducted by a man who is known as the "boss" and his wife, who cares for the rooms and does the cooking. The relative cleanliness of such establishments depends upon the degree of overcrowding and the personal habits of the oc-

cupants alone is an unsafe criterion for judging housing conditions. Too many other elements enter to affect the death rate. But since in Milwaukee, basement dwelling is common among the Poles, as is also considerable overcrowding in the small cottages, it was deemed advisable to make a detailed inspection of a typical block in or-



BASEMENT DWELLINGS IN ITALIAN DISTRICTS. MILWAUKEE, WIS.

All of the apartments in this building have dark rooms.

cupants, but in general the standard of living is deplorably low.

The seventh district selected was a typical block of dwellings in the fourteenth ward, which is one of the most thickly settled wards in the Polish district and has the highest death rate per thousand (15.87) of all wards in the city. A study of vital statistics soon proves, however, that

der to ascertain with some degree of accuracy the housing conditions generally prevailing there. Among the various facts brought out by the investigation those relating to basement living rooms seem of greatest significance. Of the forty, one-story, one, one and a half story, and three, two-story houses on the block, forty-three had basements, thirty-seven of which were



BASEMENT APARTMENTS, MILWAUKEE, WIS.  
Two totally dark rooms and all low, damp and dark.

used as living rooms and contained in all thirty-nine families. Since 1892 it has been unlawful under the city building ordinances to occupy for living purposes any basement less than eight feet high or with a ceiling less than four feet above the level of the curb. Of the thirty-seven basements used as living rooms in this block, twenty-three conformed with the law while the remaining fourteen varied from six feet to seven and one-half in height. Six of the number had ceilings less than the required height above the curb. Although none of the basements contained water at the time of inspection they were not constructed damp-proof or water-proof and the air was invariably damp and chill.

The inspection in Milwaukee ended with an investigation of the scattered colonies of Austrians, Hungarians, Greeks, Slovaks and Macedonians, who inhabit old buildings in various parts of the city.

An inspection of the building records showed that the number of multiple houses, those built for the use of more than one family, had increased rapidly. During the last eight years 2,293 such buildings were erected, the largest containing thirty-seven separate apartments. Although the majority were intended for the better class of tenants and built to meet the requirements of that class, these buildings present some features which should have been forbidden, the chief one being insufficient light in sleeping rooms and hallways. In their economy of land space they are already beginning to find a counterpart in the poorer quarters where the construction is less sanitary and of a cheaper class generally. The facts disclosed by the investigation prove that present conditions warrant more stringent regulations in the construction of such buildings.

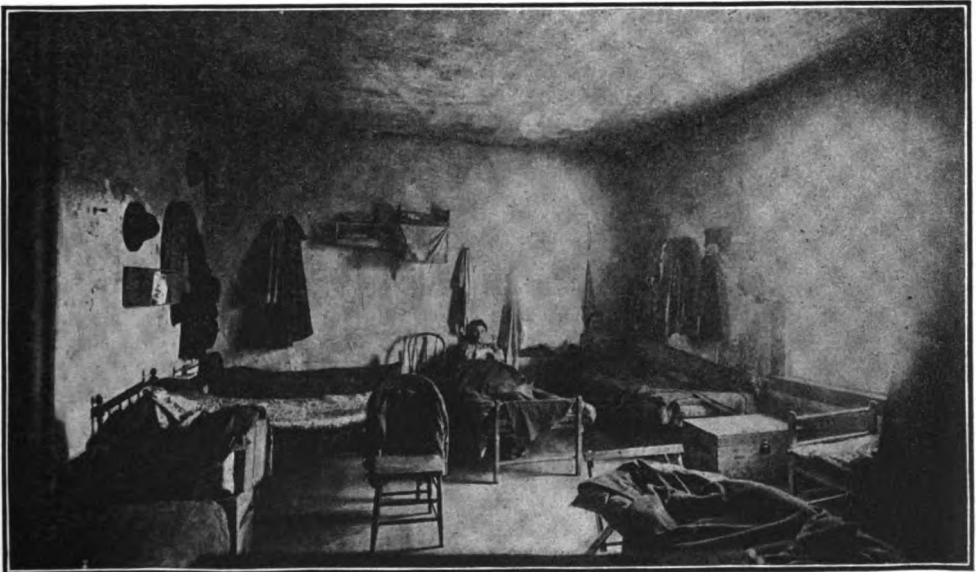
In addition to the overcrowding of in-

habitants, serious evils in construction of buildings add to the unsatisfactory housing conditions. The rear tenement is a constantly increasing element and the back-to-back tenement is not unknown. The most striking example of the latter class is illustrated by a group of four tenements, two front and two rear, placed back to back on a lot of forty feet front by one hundred and twenty feet in depth. A passageway three feet four inches wide extends from front to rear between the houses. The open space between the front and the rear houses is four feet eleven inches wide. The side walls of the houses are built within a few inches of the side lot lines. The space between these buildings and those on the adjoining lots is so narrow that it cannot be cleaned out, and remains the receptacle for all manner of garbage and refuse. It is plainly evident that windows opening on so narrow a space are useless for light or ventilation. The apartments in these houses consist of three rooms on each floor, one at the front, one across the middle and one at the rear. The rear room in each case is used as a kitchen where the cooking, eating and washing and drying of clothes is done. The middle room is used as a sleep-

ing room as the case may be, and the front room is also used as a sleeping room as well as general living room. In the basement and first floor of each house the middle and rear rooms are so dark that lamps are kept burning throughout the entire day.

The evil of dark rooms prevails more largely in the Italian quarter than in any other. One of the most serious cases was found in a tenement of nine apartments which contains from three to seven rooms each. Every apartment has one dark room and, owing to a peculiar arrangement of wood and coal bins, each basement apartment has two such rooms. These dark rooms are small and are almost entirely filled by one or two beds, a trunk or chest and rows of clothing hanging on the walls. In such crowded quarters cleaning is difficult, the dirt goes unnoticed in the darkness and the bedding is seldom if ever taken out of doors to be subjected to the purifying effect of light and air. In two instances while the inspector was examining dark rooms, the mother explained that a little child which had occupied the room had slowly sickened and died, apparently without any cause.

The worst illustration of dilapidation and decay, both in kind and extent, was



SLEEPING ROOM IN AN ITALIAN BASEMENT. MILWAUKEE, WIS.  
The room is sixteen feet long, fifteen feet wide and nine feet six inches high.



FLASHLIGHT OF AN UNLIGHTED BASEMENT LIVING ROOM, MILWAUKEE, WIS

found in a three-story frame building which at an early date had been used as a hotel, but had at last degenerated into a neglected barrack which furnished a dwelling place for a shifting population who expected nothing from it save the shelter of its roof and walls. The whole building was shockingly insanitary and structurally unsafe. The walls were bulged and the roof was sagged; the floors were black, broken and uneven with accumulated dirt; the plaster had fallen off on patches and gave forth the musty odor so common in old buildings. This house which sheltered forty-four people had no fire protection, no plumbing and no sewer connection. All water used for domestic purposes was secured from a well in the yard. The inhabitants seemed to be united in the opinion that carrying water to the third story was quite enough trouble without carrying it down again, so all waste was disposed of through the windows. On the second floor the garbage and other waste was poured on to the roof of a one-story addition in the rear. On the third floor, to avoid the trouble of raising the

sash, a pane was knocked out and a trough put through and into this trough the garbage and sewage was poured and scattered over the yard below.

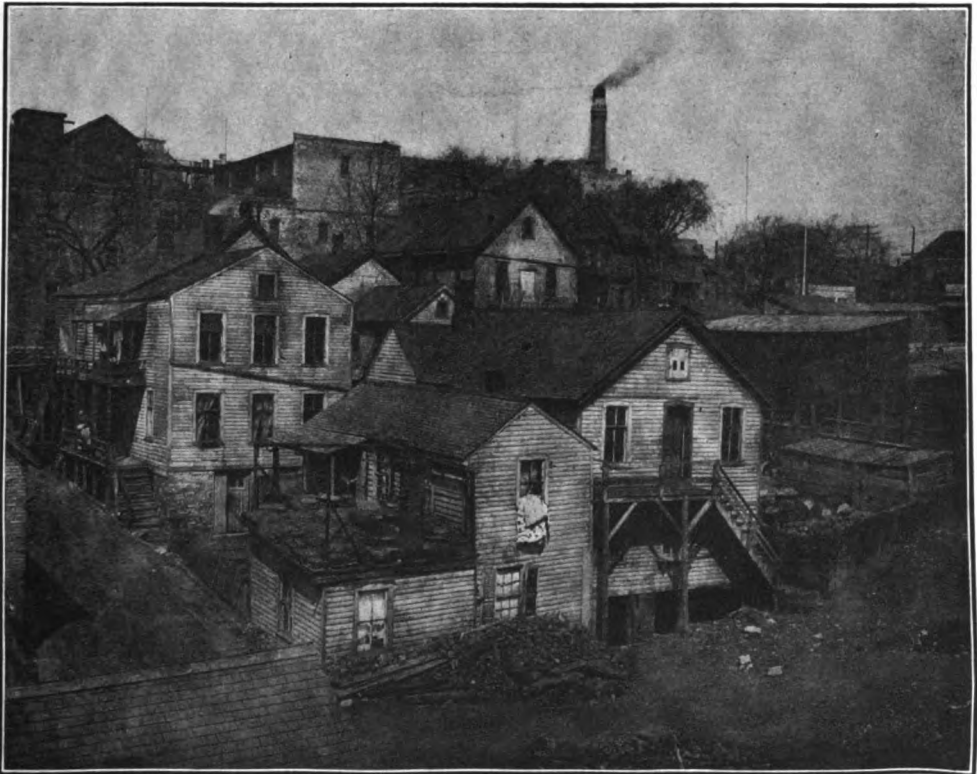
The few cases herein described represent but a part of the housing problem. Tenement groups, dilapidated rear dwellings, winding stairs, sinks and closets in public halls, defective drainage, insanitary basements and insufficient fire protection are also among the evils disclosed by the investigation. The relation of insanitary housing conditions to the spread of tuberculosis in Milwaukee was treated of in the report, as was also the present lack and great need of small parks in the crowded districts.

It was also apparent that the cheap lodging or boarding house was quite as serious a menace to the welfare of the community as the tenement house. These establishments were found to be so numerous, so overcrowded, and so insanitary, as would warrant description in the report with the prospect of their more stringent inspection and regulation. Many are permanent and

bear signs of denoting that they are lodging houses, especially those along the river or near the docks, and a few on the border of the Negro quarter. But in addition to these there exists a large number of foreign lodging and boarding houses scattered in various sections of the city. To locate all of these will be a difficult matter as the number is large and constantly increasing. The story of overcrowding and insanitary conditions was practically the same for all investigated. Few bore a lodging house sign, for all seemed to depend upon their patrons for advertisement. The plan was evidently successful, and seemed to extend even to Europe, for at the time of inspection many of the lodging houses contained newly arrived immigrants who had secured the addresses of such lodgings before leaving Europe.

The evil of one-room over-crowding is growing to be a serious problem in the for-

eign colonies. Groups of men, numbering from five to twenty each, are found crowded into few rooms in any building so old that the rent is low. One example, not the worst, but typical of a large number, was found in the Hungarian colony in the vicinity of the rolling mills. An old one-story building, formerly the village engine-house, sheltered seventeen people in four small rooms. One of these rooms, as is usually the case, was reserved for use as a kitchen where the cooking, eating and washing were done. This left three rooms to be used as sleeping rooms by seventeen people, one of whom was the wife of the proprietor and another his daughter, a girl of fifteen years. An inspection of the house was made in the afternoon and at that time several of the lodgers were asleep in the beds. It is probable that here as in many other cases the beds were occupied at night by another set of men who worked during



OPPORTUNITIES FOR REFORM LEGISLATION, MILWAUKEE, WIS.

The rear dwelling in the center was occupied, at the time of the investigation by twenty-nine Hungarians and Slovaks.

the day. It is difficult to see how health and decency can be preserved under such crowded conditions.

The cases where groups of men boarded themselves were found most often among the Greeks and Slovaks, as there are practically no women of those nationalities in Milwaukee. Fortunately the furnishing in the rooms occupied by these men is scanty, as little or no care is given them. Often the sleeping rooms are so crowded with beds that it is necessary for the occupants to crawl over one bed to get into the one beyond. The bedding consists simply of a mattress stiff with dirt, an equally filthy quilt and a pillow. If an adjacent room is used as kitchen the bread and uncooked meat are usually found on the table amid a swarm of flies; otherwise the provisions are stored in pine boxes nailed against the walls over the beds.

It is not owing to lack of room that people live in this manner in Milwaukee. It is the result of a naturally low standard of living and the desire to save money. These foreigners are unmarried men, or married men who have left their families in Europe and have come to this country expecting to remain here only long enough to save a few hundred dollars and then return to their native country. Although a large number eventually leave this country, an increasingly larger number arrive each year to take their place.

Shortly after the publication of this report by the state, a tenement and lodging house ordinance was presented to the Common Council of Milwaukee, and the state

inspector who had made the investigation and the local health commissioner appeared before the council to recommend its passage. It is gratifying proof of the active interest of that body concerning housing conditions in the city that the ordinance was unanimously recommended for passage by the committees on public buildings, grounds and judiciary and was passed by the council.

The ordinance covers lodging houses and tenement houses intended for the occupancy of three or more families, and deals with regulations enforceable by the Health Department.

The State Bureau of Labor and Statistics undertook to draft a housing bill for presentation to the legislature which would cover lodging houses and tenement houses intended for the occupancy of two or more families; and would deal with fire protection and fireproof construction of buildings, the amount of lot space which may be occupied, the minimum lighting of rooms and halls, the minimum amount of air space allowed to each occupant of a room, the alteration of old buildings and the sanitary provisions and regulations which will safeguard the health and morals of the inhabitants.

This bill, applying to cities of the first and second classes will, if it becomes a law, save the cities of Wisconsin from the experience of other places whose present poverty, disease and crime result primarily from a neglect of the habitations of the poor at a period when they could have been cared for successfully.

## A Railroad Story.

BY ONE OF THE BOYS.



OW that the cow-puncher is gone, there is no more picturesque type of the bold and reckless man, living a full blooded natural life, and doing real things as a matter of course, than a certain type of railroad men. Different from the puncher in that the "rail" lives his life in the midst of an alien world,

in complete aloofness from the hum-drum round of everyday life. Truly the "rail" is a man, and generally a big and strong one mentally and physically, with, like most big and strong beings, a dash of the unspoiled child in his make up.

The laughing slang of this argot bears witness of his "frolic welcome" to his un-

believably bitter hardships, but the grim spirit he draws upon to fulfill his task has nothing of a boy, but is all man and a strong man at that.

One of the most characteristic of these interesting rovers is a certain "George the Moose," employed on one of the great wheat roads out of the Twin Cities. Six feet two inches tall, broad shouldered, with long sinewy arms, and his face lean and square jawed, his vigor and courage are the means of preventing a fatal end to his numerous dare-devil escapades, ranging from fierce combats with outlaws of the Scrawford type to "pinches" between box-cars. The following is the story of one of his trips, told in nearly his own words, and considered worth telling, by him, because he had so much fun on the trip described. In explanation, it may be said that since a certain horrible crime committed by two negroes at Little Falls, Minn., the men on the road out of the Twin Cities have sworn relentless war on negro hoboes, in contrast to their usual charitable attitude toward the down and out fraternity.

"We get out of Hadleyberg about 10 a. m. with 1,200 tons of manifest copper, silk and cedar lumber. Straight Air Jimmy was pulling us. Say, ain't he the bad guy with his air though? But me, oh my, that eagle eye certainly knows how to wheel box cars. He has the caboose dancing a jig before we was past the mile board, and the way he wheels them over the hill and down that seventeen mile grade into Morris Junction was a delight to the homesick. I'm on the engine and keeps rubbering back going around curves and has several passengers spotted, so when we pulls up at the water tank I says to the smoke agent: 'There is a couple of side door tourists back there. I'll get you a coal passer and you open the gates when we head in, sec,' and he says, 'sure, Mike, all the time.' He is a good lad, that Tommy, and an artist with the scoop. I goes back and butts into a sickly looking guy, and asks him: 'Do you want a ride? Gallop up on the back of the tender and stay there, sec, and when the bake head goes shy on the diamonds you ladle it down to him, sec.' And I points his snoot towards the engine.

"By this time the captain comes over with

orders and as we have nothing to pick up, I knows I am lined up for supper under my own mahogany, and a shut eye in my own bed, and goes down the line, scouting for boes, care-free like. The first traveler I strikes is a boy who is on the rocks and pointing for home. So I jest tells him to keep his nut out of sight, and goes on about four cars. Here's meat; two shines on a lumber flat. 'Be on out of that, make no delay,' says I. One of them he starts telling about being a good nigger and a whole lot more. He's still talking when I heaves him out into the climate. Then I bids the other Congo sport farewell and tosses him out too. He lights on his back and rolls considerable, but as we was only pulling out of the yard about six miles he don't get hurt none. But this time old straight air is out of the yard limits and whalin' it to her right, and I knows I has got to unload the gang quick if I want to get them off without breaking their necks. Pretty soon I locates a couple on the brake rods, and when the hind man comes over I swings him out of the side door, me holding him by the hands and he takes a pike at them. 'There dinges,' says he, 'All right,' says I, 'boot them into a lump.' And he starts to fill the moochers' pants full of boots. The 'boe' stands it noble for a while, but finally rolls out, and the way that skunk plowed up the cinders with the back of his neck was the worst ever. I laft until I near dropped my pal. The next collection we makes is on an empty coal flat, one with high sideboards, you know. There is a couple of white bums on board, and I was not going to put them off at all, but I says to one just to pass the word like, 'What are you traveling on cullie?' Then one of these fresh moochers ruffles up his feathers and says, 'Me face,' ugly like. 'Yer transportation is expired,' says I, and slams him a jolt on the jaw. He goes down and out.

"We's wheeling about forty per by this time and I couldn't ditch them, so I backs the other foxy guy up in the corner, and tells him that if he don't quit conveyance at the next stop, I'll flatten him out and give him to the fire boy for a seat cushion.

"We stays on the flat until we slows up to head in, for the limited, and when we is in the clear, on the siding with about ten



minutes before she shows up, my pal and me goes prognosticating around. I'll be darned if the first thing we strikes ain't the two nigs we unloaded coming out of Morris Junction. They's caught the train again without us getting wise. They was on the rods again and when straight air pulls out on the main after the varnishes had gone, we gets ready for them.

"I waits until we are going so fast that I can just about get on again and leaps off, grabs Mr. Douglass by the foot and yanks him out, gives him a boost in the slats and rolls him down the bank. The other warrior is healed for gore, however, and comes out of his hole like a rat out of a sewer, with blood in his eye and a shiny razor in his mit. He is coming down on me and I was just bracing myself to leap in and smash him right, as the best way of getting out of the scrap all in one piece, when my pal whose running up, slams him over the head with a board. The plank breaks in about four million, one hundred and ninety-two thousand pieces, but the only effect on the gentleman with the cannon-ball head is to swerve him off from me. He never slacks up at all, on the contrary he lets out about six notches and by the time he is off the right-of way, he has got the limited's time skun to a finish.

"Hully Gee," says my pal, "that guy don't need no ride; he'll beat us to town as it is." And I guess that's right, because we never overtakes him.

"By this time the caboose is only five cars away, and going some, so I leaps in, grabs a hand holt, and slams up against the side of the car, we're going so fast, but I gets on board all right and pikes over to the engine. I thinks we had the rattlers about dry of boes, but I hears a noise in a box car as I's going over, and swings in the end door. There is six dagoes squatting in the end. 'Tickets, please,' says I. 'Have your tickets ready,' but they only looks uneasy and says nothing. I waves my hand emphatic, and tells them to hit the grit, but never a chirp. Finally one little runt, he commences to chew up atmosphere and spitted out in a kind of whiny sing-song. Seeing the ignorant being I had to deal with I resorts to signs and goes through the motions of throwing a man out, have to va-

cate their state rooms as soon as possible. That's all I can do while we are fanning along so very speedy.

"Then I points ahead and as I climbs through the empty coal flat, sees the two white guys is still there. The one I wallops, his face is swelled up like a blue plum, and he is very peaceful, but his side kicker snarls like a wolf. I did not want to hurt him, but I wasn't going to have no impudence, so I makes a slap at him and tells him to cheer up or I'll knock the plaster off his slats. I makes up my mind that he'll hit the grit at the next stop, which is a blind siding, seven miles from nowhere, where we is to head in for the west bound local. When we gets there I goes back and looks them up. They're inside with the dagoes now and I thinks, 'holdup,' and getting my pal scrambles into the car, but they're all quiet. I takes the well one and tells him 'unload, be on your way.' He snarls some more, but doesn't move. 'See here,' says I, 'you have been about numerous enough around here. If you don't want to get mussed up, get off, make no delay.'

"He makes a move towards his hip pocket, but I grabs him by the shoulder, trips him up, kicks him out, and leaps out after him before he has time to complete his actions. When he is on the ground I get right after him and never stops until he is rolling down a ten-foot embankment. I catches sight of the butt of the gun in his hip pocket every time he rolls over.

"My pal has the guy with the bum mug corraled and leads him out to his friend in distress. While this is going on the local has gone by. They has a light train and is tripping along a pretty good hickory, so they don't see none of this combat. Before it is time for any more developments, the fire boy has opened the switch and we was pulling out. So we ducks between the cars, before the guy in the ditch can turn loose with his artillery, but he never makes a try and we gets the switch closed and hikes out. I goes ahead then, plants myself on the front end of the fire boy's seat box, and takes it easy the rest of the way in.

"The way that old Straight Air Jimmy chases these rattlers down the line to Motley was certainly the real thing. We leaves Saxville 13 minutes ahead of No. 4 and

goes to town ahead of her. How is that for box cars? It is all the old mill wants to do, though. The fire boy wants to eat his lunch so I takes her for a while, and say,

it is all I want all righty. We gets in and puts our train away about an hour ago. Have one before supper? Sorry! Well, so long."—*Minneapolis Times*.

## The Shamelessness Of Sue.



"I'd be ashamed, that I would, Sue, to own that I loved a man as cared no more for me nor that!"

Ann Love gave a vigorous shake to the white garment she had lifted from her basket, stretched it along the line, and drove a clothes-pin over its ends with a jerk.

"Who says he don't care for me?" said Sue slowly.

"I say it," said Ann. The wind came buffeting by and caught the garment she had hung out, throwing it in great billows against her face. When she had beaten off this attack, she stood tucking in the gray whisks of hair that waved about her comely face.

Sue was standing by the gooseberry bushes, eating idly as she watched her aunt. Her pale hair and pensive mouth gave her the aspect of a Madonna; but her eyes overran with mischief. She let the wind blow her thin draperies what way they would. She was like an agitated wind-flower by the side of her burly aunt.

"I guess there ain't many men," said Sue, straightening herself, "as can help carin' for a gel if she wants them to."

Ann Love stood motionless for a moment. The short speech seemed to knock her over, deprive her for the moment of her power of argument.

"I'm thinking he'll like me well enough before I'm done with him," pursued Sue. She stretched after a golden berry that lay a little beyond her. Having secured it, after a struggle, it burst upon her fingers.

Miss Love's eye lit.

"Tis what happens," said she, "to them chaps you're talkin' of, chaps as'll let a gel twist 'em anyway."

Sue wiped her fingers.

"Jem Marsden ain't unlike an over-ripe

gooseberry," continued Ann. "He be all froth and juice, Sue; and a touch 'll flatten him."

"Maybe," said Sue. Her tone was non-committal.

"An' you ain't really carin' for him, Sue?" Ann said anxiously.

Sue did not reply. Her face was turned away, but her aunt could see well enough that her cheeks were pink. The sight made her angry.

"Well, I ain't admirin' your taste!" she cried. "If you must lose your heart afore you're ast, and to a Marsden, why couldn't you a-chosen Will? He's steady an' quiet, is Will Marsden, and more likely to take up wi' you, too, for he ain't run after by every gel in Malton Dip as his brother be."

"He says he don't like gels," said Sue demurely.

"He'd like them fast enough if they was quiet and modest." Ann shook out another armful of white frills. "But, of course, you must be like all the rest of 'em, you must run after Jem. And a lot he's carin'. He ain't never had a thought for none but himself since he were born, has Jem Marsden."

"I like his grey cloes, an' them leggings he wears," said Sue, in a random tone. "An'—"

"An' the socks wi' holes in the front of 'em as he wears on Sundays!" cried Ann wrathfully. "As if there wasn't holes enough in any man's socks wi'out him havin' them put there!"

"You can get stockin's made like that, too," said Sue guardedly. "I've—I've got a pair. An' I like his white hands—they're that delicut—an' his nice smooth hair."

"You used to like hair as wouldnt lie smooth nohow!" ejaculated Ann.

"Ah," said Sue, "that was afore I knew Jem!"

Ann lifted her basket and swung round, turning her face with a natural air toward the house. She walked down the garden path with the air of a general leading an attack. Sue followed with a handful of gooseberries. She slipped these softly into her mouth one by one, holding herself stiffly lest her aunt should observe.

When they entered the tiny, stone-flagged kitchen, Sue halted near the door.

"I must be goin' soon; I've got an errand up to top-end," she said carelessly.

Ann set a bucket in the sink with a crash, and turned on the tap.

"I wish you was more senseful, less up-pity-gaddy, Sue," she said brokenly.

Sue looked at her feet and the floor.

"You won't never get Jem, you know."

Sue was silent.

Ann thought her stubborn, and her anger flared.

"I thought better'n that of you, Sue. You ain't come of a stock as throws themselves at men's heads!"

Sue's eyes flashed.

"I ain't throwin' myself at no man's head! I ain't got no need to!"

"But you says—"

"You worried, an' worried, an' worried," cried Sue, swinging round, "telling me as you knowed there were someone! An' who might it be? Then, when I tells you, you be main disagreeable. You be after Jem yourself, that's what you be!"

At this onslaught Ann Love was so taken aback that for a moment she stood with open mouth regarding her niece. Then she burst into a ringing laugh.

"Not I, not I! You be safe to have all the Jem Marsdens in the world as far as your old aunt be concerned. I ain't yearnin' after none of 'em! But do you go easy, Sue. Don't let him see as you be soft to him. It ain't the way."

"He may see anything as he's a mind to see," said Sue scornfully. "No man never see anything as ain't pushed under his nose an' explained to him."

"You be easy," said Ann. "Didn't you say as you asked him to go along of you to the fete last week?"

"Mayhap I did," said Sue.

"But he didn't go along o' you!" cried Ann triumphantly.

"No," admitted Sue, "he didn't." She stood looking at her toes.

"An' you had to come home along o' Will what took pity on you!" cried Ann scornfully.

Sue turned suddenly with flashing eyes.

"I'd like to see the man as'd take pity on me!" she cried.

With that away she went. Ann Love could see the white tail of her skirt flicker round by the pump and turn into the road. The old woman dashed angry tears away from her eyes.

"That Sue should take up wi' that beanstick o' a man!" she muttered. "Ay, a real beanstick he be, covered over with blossoms as ain't hissen; for there ain't one o' they fine ways of hissen as be his own!"

Ann gave the matter many sorrowful thoughts, and a touch of pity for Sue's sore and willful heart sometimes moved her. But the pity was ever speedily followed by anger at the girl's want of pride.

"That one o' our stock should love a man as don't care a farthing candle for her; it—it ain't seemly!" thought Ann Love.

Nevertheless, she gathered a great armful of sweet-smelling blossoms and sent them to Sue.

"There ain't no reason why her one senseful friend should forsake her," she said to herself. She looked grimly at the red-headed child who was to carry the flowers. "Don't you have naught to do with flippity-flap fellows when you grows up, Rebecca."

Rebecca shook her head solemnly, gathered the flowers tightly to her plump little breast, and ran away.

As Tom Johns, the fiddler, was passing Ann Love's door a fortnight later, he was surprised to find himself beckoned in by the good woman.

"You look tired and dry, Tom. Come in, and rest ye," said Ann kindly.

The old man entered, his white head bent like a flower with a broken stem. Miss Love set before him lemonade, a plate covered with thick slices of home-made cream cake, and some yellow biscuits.

Then she seated herself by the table, and talked to him.

He told her much of the gossip of the village, unloosing his load of news, one item after another, with the precision of a pack-

man showing his wares. Like the same packman, he glanced ever and anon at the face of the listener, to see how she appreciated his stock.

Ann Love nodded her head as he talked. She nodded it many times. Finally, she held it erect, and her tone was less casual in its attempt after carelessness. "You played at the dance up at Willis's last week, Tom?"

"Ay, that I did," said Tom eagerly. "The young fellers think they has it all their own way, but they ain't cut old Johns out yet. I played up to Willis's, an' I played at Parson's concert. The concert were my best execution. It be too hot to dance this weather, an' my fiddle it just follows folkses humors, say yea or nay."

"You saw my niece there?" said the old woman quietly.

Tom looked less at his ease. His odd wits smelt a motive now in Miss Love's invitation, and, unable to decide what it was, the knowledge of it made him vaguely uneasy.

"She was there," he said cautiously. "Come to think of it, I saw but little of the gel; but I heard folkses say as she were there."

"I suppose the fiddlin' do swallow up a lot o' attention?" said Miss Love absently.

"Ay, that it do," said the old man.

He put out his thin, dry hand, and helped himself to another piece of cake. His fingers were scarred and stained, but wonderfully supple.

"An' who else was there?"

Tom set down his cake, and considered.

"I didn't see a-many. My eyes ain't what they ought to be. There was Daisy Hales—she be a real—"

"Oh, she be a bad wench through and through!" said Ann impatiently.

"She be wonderful kind to her old mother," said the fiddler.

He raised his eyes, soft and dim, to Ann's face.

"Ay, she is," said Ann, in quick repentance. "But what about the other folk? The Marsden boys, were they there?"

"Both of 'em," the old man said succinctly, "Jem were a-carryin' on giddy wi' that Lucas gel. They say that be a match; they say it be."

Ann was silent.

"He be a giddy fellow, an' she be his mate there. 'Twill be a cold fireside for the children," said Tom Johns.

"I s'pose there ain't no right-thinkin' gel would take up wi' him?" said Ann harshly.

She filled the fiddler's glass again, but she asked him no more about the dance.

When the old man was gone she went upstairs and fumbled about in her bureau. When she came down again there was a strand of pale blue ribbon floating in her hands. She tied this into a slender packet and sent it to Sue.

"Mayhap, the wench be feelin' sore," she said, to herself. "That she should love such a worthless fellow!"

That evening Widow Cox looked in on Ann Love.

"Miss Dove be givin' up dressmakin', an' going to town, so she won't be able to make that black serge for you," she said. "An' have you heard o' Jem Marsden? He be goin' to marry the Lucas gel. I had it from that sister of hissen. It be real truth."

"I wish her joy o' him," said Ann sharply. Her round face seemed to pinch and show worn lines.

"My!" said the widow. "'Twere the other way, in my mind. He be a real fine-lookin' fellow; and that gel, she ain't nothing to look at, nor do she know a thing."

"She'll know a few if she walks to church alongside o' him," said Ann Love. "But I ain't knowing what to do about my black gown."

She had the black stuff out upon the table, and was considering it with perplexed brows on the next morning when Sue called.

The girl opened the door of the room, and walked quickly in. Her cheeks were very pink, and her hair fell in light fluffs about her face. She held a tangle of blue ribbon in her hand.

"Aunt Ann, this ribbon were got to tie up your curtains," she said breathlessly, "and I be going to tie them up wi' it this mortal minnit, that I be."

"I ain't put up the clean curtains yet," said the old woman. "And I've changed my mind about them ribbons."

Sue swung round on her toes, and stared her aunt squarely in the face.

"You ain't changed your mind!" she said.

Ann was smoothing out an imaginary crease with her open palm. She did not look up at this extraordinary statement.

"What I want to know is this," said Sue, with eyes that began to dance: "What for did you send me that blue ribbon?"

"Never you mind what for," said Ann.

She swallowed hastily, lifted the black serge, and carried it to the light. But the girl's eyes followed her.

"Jem Marsden is partial to blue," she said, after a moment, in an odd tone. And looked up then; there were tears in her eyes. "Oh, Sue, he be goin' to marry that designin' Lucas gel!"

Sue stood arrested, the blue ribbon dropped to the floor; then she burst into a clear, mirthful laugh. It was like a ray of sunshine striking through the room.

"Let him!" she said.

"Sue!" cried Ann, aghast.

"They be well matched," said Sue. She laughed again.

"Of all the heartless gels!" cried Ann wrathfully.

She stared at her niece, seeking in vain

to pierce behind the veil. Sue backed towards the door. When her hand was on the handle she turned shamefacedly. Her face was like an April flower.

"Aunt Ann, when you sent me that ribbon, I felt as I couldn't keep on deceivin' you. This be the truth: When you ast me who it was, an' would have an answer, there weren't no answer I could give you, for I didn't know whether Will was took wi' me, or whether he cared not a pin. So I told you 'twas Jem—I ain't never thought much on Jem; he don't count—but it were Will all the time. An' last night Will—" "You be going to marry Will!" cried Ann.

She nodded. She tossed back her hair, and laughed again.

"He ain't got no socks wi' holes in front of 'em!" she said scornfully. "An' if he brushed that hair o' hissen for an hour it wouldn't lie smooth, that it wouldn't!"

"It ain't the smooth kind," said Ann Love.

She broke into a glad smile.—*Philadelphia Inquirer*.

## Sacrifice Workers' Lives For Greed.

**I**F constant dropping will wear away a stone, constant hammering away at the sacrifice of life and limb, that is demanded as a part of our industrial operation, ought to bring about certain legislation that will keep thousands of employes off the industrial scrap heap to which they are now annually consigned because they have been "trimmed" down too closely to be of further use to their employers.

The record of death and injury in all occupations is terrible to contemplate. We, of the railroad service, pay more attention to the casualty list on railways for the reason that all of the employes are under the protection of some form of organization and the great sum demanded each year to pay for the injuries and deaths is brought home to all of the employes. The list of other casualties is not so brought to notice and less attention is paid to it, although

there is enough blood shed as the result of professional risk to make one shudder at the terrible loss.

By what right does this record of injury and death pile up with increased number each year? It is because the American is something of a fatalist and very much of an optimist. He knows that there will be a certain number of persons go down to hopeless injury and death but he believes he will not be of the number, in fact, he is about certain that he will not and, therefore, it is impossible to get him sufficiently interested to demand that the employers adopt the best of safety appliances, move their machinery at safer speeds, employ intelligent labor and work for the enactment of protective legislation. None of it for him, unless he has fallen a victim to the insatiate demand of modern high speed industrialism and then he is the soul of activity.

We find that the totally disabled are the

most insistent on the enactment of safety laws but it is the other fellow who is apathetic. He cannot understand how he can ever be overtaken by the grasping maw of the machine he manages.

But the constant hammering away at the recklessness of the machine owners, who feel that the lives and limbs of their employes are a part of the business and may be sacrificed as a matter of course, must bring something that will be worth while.

Mr. Edgar T. Davies, Chief Factory Inspector for Chicago, Illinois, recently delivered an address at Hartford, Connecticut, in which he said some very severe things, but they were true. He predicted an industrial revolution unless proper legislation was enacted. He made comparisons of death and injury between labor employed and soldiers in the great battles of the world and showed where the workman had the worst of it. Mr. Davies did not hesitate to call things by their proper names and said that; "in many instances it is mockery to call these casualties accidents. They are crimes for which we will some day be called to account." He said that, "it is the old story of greed against humanity. A traffic in human lives whereby a few men add to their fortunes and take away the rights of their employes." In part he said:

"The United States is justly suffering the reproach of permitting the most reckless waste of human life of any civilized country in the world. This sad fact is amply sustained by our own statistics. Other industrial countries which we have completely outstripped in the race for the world's business have considered special regulation of dangerous trades and machinery a positive necessity of modern industry. We have done practically nothing. It is high time that these facts became known to our people, that the conditions be understood and the public conscience aroused so that proper remedies may be applied for at the hands of our legislatures with some promise of success.

"The people of the United States, somewhat inflated with an inordinate sense of their own greatness and their wonderful material prosperity, stupidly refuse in these times of peace to keep abreast of the enlightened, humane countries of the world,

but go on killing every four years, according to reliable estimates, some 80,000 people more than all who fell in battle and died of wounds during the entire period of our civil war. In other words, we are now killing in industrial accidents over 50 per cent more people than two great armies would destroy in the same period of time with all the accoutered horrible implements of death which modern invention has produced.

\* \* \*

"This question is rapidly becoming of the greatest importance, because accidents are naturally increasing in number with the progress of the industrial arts. The laboring man of to-day is compelled to encounter thousands of perils of which his father never dreamed. New mechanical inventions, the new and wonderful uses of chemicals and the ever increasing number and complexity of machines and appliances, all tend to make his daily life and vocation extremely hazardous.

"The constant reports of railway accidents to be found in the public press have recently made the railroads the butt of public indignation and criticism, but the general public is not aware and probably would be surprised to learn that there are more accidents in our factories and in the building trades than on all the railroads, but even the meager reports and statistics at hand prove this to be true. These casualties are usually unknown to almost every one except the immediate parties who suffer by reason of them. No statistics or reports are kept or made of such accidents, and the factory, mill or workshop where the limb is crushed or the life is wiped out all too often makes it its particular business to suppress the news of such accidents.

\* \* \*

"It is not mere drinking that the more thoughtful of our good temperance people object to, but it is the 'traffic' in which human lives are sacrificed and ruined in order that a few men engaged in business may feed upon the unholy profits of a soul-killing enterprise. So it is in our modern industrial conditions, the stupendous greed of our commercialism is bearing relentlessly down upon the unprotected worker in the mill and factory, and unless something is done, and that speedily, the old battle of

greed against humanity will have been fought again and with what disastrous results to our fair country no man can tell.

"Unless this battle is settled now, by sane and intelligent legislation, and unless the public indifference to this momentous question is speedily removed, there must certainly follow an industrial revolution, the magnitude of which we shudder to contemplate. I am not an alarmist, but plain speaking is necessary to bring about a proper appreciation of what all thoughtful men concede to be a serious situation. Let us know the worst now and provide against it. We have books full of legislation to protect invested capital from undue risks to property only—we ought to protect the only capital the worker has—his life and health."

According to Mr. Davies it is not the manufacturers as a class who are opposing needed legislation on behalf of working men and women, but "that selfish, greedy minority whose only aim is to accumulate dollars in this traffic in man's very life and health." Against this class, he said, every honest man, whether employer or employe, should array himself. By the introduction of proper safeguards and protective devices and measures, he declared the number of accidents will be very greatly reduced and, as a consequence, the number of cripples, widows and orphans. Because of these accidents, he asserted, housewives, born to better things, are compelled to resort to the wash-tub as an alternative from starving; women are made beggars, dependents or lead lives of shame, and children are deprived of the opportunity of obtaining a proper education.

"The cold-blooded license granted to manufacturers to maim and cripple," he continued, "because of their successful objection to the enactment of remedial industrial legislation, has thrown the entire burden of taking care of the results of their negligence upon society and the state. This is a very short-sighted policy."

Comparing deaths by accident in the United States with the late war between Russia and Japan, he said:

"We shrank with dread from the terrible printed reports of the blood and carnage of that horrible and cruel war, but the silent slaughter that goes on day by day in our

workshops, where the very bone and sinew of our nation toils for the bread to feed the wives and children, scarcely calls for a remonstrance, much less does it produce those protective legislative measures which the real conditions so imperatively demand.

"General Sherman truthfully said that 'War is hell,' but had not the supreme superlative been exhausted in this epigrammatic description of war it would more fittingly be applied to this revolting and inexcusable system of maiming and murder.

"Who is responsible for these things? Who will be called to account for these lives? Against whom, as witnesses, will these suffering widows and orphans some day surely appear?

"The world is making notable strides toward the limitation of war and, let us hope, toward its ultimate abolition. What are we doing to remedy a condition inexpressibly worse than a constant condition of war? Many of the accidents that happen day after day are entirely needless. A projecting screw on a wheel, which at an expense of about 35 cents might be placed flush with the surface of the wheel, catches in the clothing of a workman, draws him into the machinery, and a sorrowing widow and helpless children are left dependent—at a saving of 35 cents. It is a travesty on all that is good and true to call such casualties as these 'accidents.' They are crimes for which we will some day be called upon to account."

Proper precautions against unnecessary risk of injury can be adopted only at some cost to the manufacturer, but the mere making of dollars at the expense of human life, declared Inspector Davies, should not be the aim of any honest man.

"True, there always will be some men who would set themselves to the mere accumulation of wealth as the sole object of their lives," he asserted. "Necessarily such men are uneducated, inferior in intellect and cowardly. It is physically impossible, to my mind, for a well-educated, intellectual or brave man to make money the chief object of his thoughts; as physically impossible as it is for him to make his dinner the principal object of them. All healthy people like dinners, but their dinners are not the main object of their lives. So all

healthy-minded people like making money, ought to like it and to enjoy the sensation of winning it, but the main object of life is not money; it is something better than money.

\* \* \*

"There are but few European countries where some successful attempt has not been made to protect, by appropriate legislation the toilers in the mills and workshops. The states of the Union with one or two exceptions, have made no progress worthy of the name along these lines and only one of the

states has ever required any reports to be made or statistics to be kept of industrial accidents." In concluding, he declared:

"As I view it, this question is bound to be of more real importance to capital than to labor, and its proper solution, while of more immediate and noticeable benefit to the workingman, will eventually do more than any other one thing to conserve the substantial and permanent interests of the manufacturer and so make secure and enduring the prosperity and happiness of our common people."

## Julie Anderson.

BY LYDIA M. DUNHAM.

**C**ONDUCTOR SHERIDAN stepped into the caboose of the west-bound freight, a slip of yellow paper in his hand. He removed his slicker, shook the rain from his cap, filled and lit his pipe, and sat down.

"Mulligan," he said, addressing the red-haired flagman who sat on the opposite side of the caboose, "Mulligan, was you intendin' to go up to Magnolia tomorrow on 17?"

"Sure I was," replied Mulligan. "Why?"

"Oh, nothin', only you ain't goin'. Track's washed out from Mineral Hill clear up to Red Oak. This train won't leave the sidin' tonight, Johnny."

"Oh, mamma," wailed the flagman. "An' I promised me girl I'd be up for sure. Ain't that tough luck, now?"

"Oh, I don't know, Johnny. Worse things than that might happen. Railroad men have no business to be makin' promises, anyway."

The two brakemen filed in with the engineer and fireman and the entire crew was seated in the warm caboose.

"Say, these March floods is awful," began Collins, the head brakeman. "Just listen to it a-rainin', would you? I never seen so much water since I was down to the seashore, three years ago. This is certainly tough."

"Tough? I've seen tougher," said Sheridan. "Did I ever tell you fellows about the

time when I was telegraph operator, back home?"

"You never told me nuthin', Chris," said Mulligan. "All you ever told me was to take my flag and get out."

"Well, it's a kind of a queer story, an' I s'pose you won't believe it, but it's on the level, all right."

"I was night man at Hamilton's Sidin'. There was nothin' there but the telegraph office, an' nobody to talk to exceptin' the railroad men that came in. It was pretty lonesome at first, but I got used to that. I was glad to have the job, for I needed all the money I could get. My father had just died, my brother had been sick all winter, and I had to support my mother an' my two little sisters besides, so it kept me hustlin'. Well, about fifteen miles east of Hamilton's was Anderson's Sidin'. The operator there was a fellow by name of Davis—Billy Davis. We used to talk to each other over the wire, so we wouldn't get sleepy."

"About half-way between Hamilton's and Anderson's was a little creek called Mill Run. It wasn't much of a stream, and the bridge over it wasn't much of a bridge, either, but they ran heavy freights and passengers over it, and there had never been any trouble. But when the March floods came—let's see; it was twenty,—twenty-five years ago this month—well, when the



floods came, that creek carried on like a young Mississippi. The track was in pretty bad condition all along the line, an' all the trains was late.

"Well, I went to work one night, as usual, and along about nine o'clock I got to feelin' creepy. I got so nervous I didn't know what I was doin'. I kept lookin' over me shoulder like a six-year-old kid goin' through a graveyard, and I couldn't guess what was the matter with me.

"I tried to shake it off, but it was no use. So about ten o'clock I thought I would have a talk with Billy, an' I called him up.

"I didn't have nothin' in particular to say to him, so I started by sayin', 'Hello, Bill.' 'Hello, Chris,' he said. 'How are you?'

"Well, I tried to answer him, but I couldn't. I can't tell you how it was, boys, but I just couldn't. It seemed like somebody was holdin' me back. I didn't know what in thunder was the matter, but I made one final effort. I was goin' to tell Bill that I was all right, and so on, but this was what I really said: 'Mill Run bridge down. Hold 29.'

"I had no more intention of saying that than I had of declarin' myself the king of Spain, but the message was off, an' I couldn't get it back. 29 had been reported two hours an' forty minutes late, but she was three hours overdue then. You can imagine how Billy must have hustled down the track with the red bug. I tried to call him up again, an' tell him it was all a mistake, but it was too late.

"I thought I would sure be fired, for I had made two or three blunders before that, and I had been told that if I made another there would be room for a new operator at Hamilton's Sidin'.

"Well, pretty soon there was a call on the wire. Bill Davis was at the other end.

"'Chris,' he says, 'I stopped her just in time.'

"'God Almighty, man!' I says, 'you don't mean to say that Mill Run bridge really is down, do you?'

"'What's the matter with you, Chris?' he says. 'You reported it, an' now you seem surprised to hear about it. Sure it's down, an' down proper, too. If you had

been one minute later with your message they'd be fishin' dead men out of Mill Run tomorrow mornin'.'

"An' he told the truth, too."

"Well," said Mulligan. "That's a good story, Chris, whether it's true or not. But how did you know the bridge was down? How can you explain that?'"

"I was just comin' to that, Johnny. This is how some of the railroad boys explained it to me. I don't know whether this part is true or not, but I will tell it to you as it was told to me.

"It seems there was an engineer by name of Tommy Anderson, that used to live at Anderson's Sidin'. He had a daughter named Julia, an' she was a first-class operator.

"The regular operator was taken sick pretty sudden one night, an' this Julia, she volunteered to take his place.

"Well, there was a rear end collision, just above Anderson's, around the curve. The flagman's leg was broken, an' he was hurt inside, but he knowed the flyer was due, an' he tried his best to get back an' flag her. He got as far as the telegraph office an' told Julie Anderson about the wreck, an' then he died.

"Julie grabbed a lantern an' ran down the track, for she could see the flyer's headlight already. She stopped the train all right, but she stumbled an' fell right in front of the engine, an' when they picked her up she was dead.

"Her sweetheart was runnin' the flyer that night, too, an' they said it near drove him insane to think that his engine had killed Julie Anderson.

"An' the fellows said that her spirit is with the operators and trainmen in time of trouble, an' they said that she dictated the message that I sent to Billy Davis that night.

"Well, I didn't want to work in a place like that, so I quit.

"There's my story; believe it or knock it, just as you please, but it's my opinion that Julie Anderson saved 29 from goin' into Mill Run."

Mulligan laughed incredulously. The two brakemen looked serious. Then the

engineer, Fred Campbell, took his pipe from his mouth and spoke for the first time.

"You fellows don't believe what Chris said, but it's true, every word of it.

"Chris Sheridan is not the only one that can tell of mysterious messages sent or received, messages telling of wrecks and

wash-outs and other dangers, before the news could reach the office.

"Julie Anderson saved the train the night she died, and she has saved a good many since then.

"Oh, you needn't look over your shoulder, Jim Collins. There's nothing to see."

## On Logger No. 4.



**B**ANTY" BURNS was a stubby, muscular Scotch-Irish youth, who had risen from the position of engine-wiper and fireman to that of hostler at Raymer, a division station on the D. K. & S. Railroad, a line on the south shore of Lake Superior.

His striking traits were quick and a remarkable capacity for work. His good name bade fair to bring him early promotion, when a grave mishap—the collision of the engine which he was bringing from the house, with a stock train—forced him from the company's service.

He searched for work at once, for he had an only sister at school in Duluth, and she depended on him for support.

Thus he happened to be the guest of the crew in the caboose of Logger No. 4, coming down Tortoise Mountain on a brisk October morning. There were "frost whiskers" on the rails of that branch track, and a fog enveloped the low ground at Gooman on the main line.

The position and condition of the trains in the vicinity at 7 o'clock that morning were apparently normal; fifteen minutes later more than one train was in peril.

Up on Tortoise Mountain, Logger No. 4 was overpowering its big engine, as they went downward over the greasy rails at an alarming pace. Long-bodied, squatty, with ten low drivers under her, presenting unusual breadth of the tire surface to the rails, the heavy engine was holding back with all her power. But nineteen cars of green logs, on such slippery steel as lay under her that morning, could not be held. Faster and faster the long, snake-like train pushed downwards, whipping and rocking

around the falling curves in a hissing drumming turmoil of noise.

Seth Johnson, at the throttle, grew earnest, then pale. He set the air-brakes. With a clanking heave the train slackened speed; then a valve-rod under the first car snapped, and with a lurch the heavy train plunged onward.

Johnson had the air brakes set on the engine, the sand pipes spouting on the frost, and the drivers turning backwards, but the mighty machine went downward over the crystal smoothness like a toboggan.

Back in the "dinky" caboose there was a panic. Sid Turner, conductor, and his two brakemen were shouting half-heard things at one another.

"Go out ahead and set the hand brakes!" commanded Turner.

The brakeman looked down the line of swaying, jostling, plunging loads and flatly refused.

"Banty" Burns got up from his seat. He was moved by two thoughts—first and strongest, the thought that it was a shame to sit still and let things go to destruction without trying to prevent it; secondly, "Banty" reflected that if he should succeed he would probably not have to continue to look for work.

In his brown eyes burned a kind of fire. "I'm going over ahead to help Johnson!" he said. "I'll twist up the brakes as I go. If you fellows are scared, you can pull the pin and cut the caboose loose; but if I were you, Sid, I'd stay with my train!"

That was all. He jumped upon the first car, and began to clamber over the heaped-up logs, setting the brakes as he went, but

the wheels slipped on the icy rails like sled runners.

"Banty" soon had to crawl along the logs on his hands and knees, clutching fast like a shaken insect.

Hearing a snarling rip of sound, he glanced around and saw the caboose snap like a whip-cracker against a stony bank and burst open. In an instant it was lost to view, and downward the train roared, scorning the brakes.

When "Banty," hatless and with bleeding fingers, at last tumbled over the tender, he found the cab empty. Johnson and the fireman had jumped.

He leaned out of the window. Should he, too, abandon the runaway? The noise of the train was like thunder, shot through with snarling hiss of sliding brakes and wheels. The rocking of the engine was terrifying.

"If she stays on the rails and has two or three miles of clear sailing on the main line, I'll get her under control," thought "Banty."

His teeth were set hard, and his face was drawn. As the engine rushed into the more open ground, "Banty" swung over to the fireman's window and looked out. Away below him wavered the main line track, and—on it was the express, making eastward.

Could he get out onto the main line ahead of her? As he gazed, a picture of the ground near the switch flashed into view—he saw the sharp curve of the branch track as it met the main track, and the next extension of the branch track in a safety spur, for nearly a quarter of a mile parallel with the main line. Should he go on the

safety spur, or take the hazard of getting on the main line ahead of the express.

Just then he saw an engine coming swiftly from the east.

His face turned deadly white.

That engine must be moving on a cross order, or running away, for it would crash into the express, seemingly, a half mile west of the switch.

He seized the whistle-grip and called for the switch to be thrown; he would meet the engine rushing from the east, himself. His was only a single life—there were many on the express.

Like a thunderbolt, the logger went down to strike the engine. All the way "Banty" clung among the levers like a spider to a wind-tossed web, sounding the whistle for the switch to open.

The switchman could not see the runaway engine, owing to a curving cut, and the express was still three-fourths of a mile away. He hesitatingly obeyed the whistled signal, and turned the switch.

With her engine screaming and her loads reeling in a cloud of dust, the logger burst over the frogs upon the main track. The wild engine was not two hundred feet away, and "Banty," seeing the deed was done, jumped into the gangway and leaped, feet foremost, into the air.

"Banty" awoke at the hospital at Raymer. When the officials heard his story, several mysterious things were made clear; one was, that he had risked his own life in order to save the express and its human freight.

Six months later "Banty" was running an engine between Raymer and Duluth.—*By Granville Osborne, in The Little Chronicle.*



# THE FIRESIDE

This Department is open to all women friends of the Brotherhood.

## Barrie Plains, Mass.

I read Brother Sisco's article in the May number, and I fully agree with him. I know there are many of the railroad boys who would rather see their JOURNAL filled up with pictures of engines, with the crews bravely standing by, than illustrations showing scenes in foreign lands, where none of us expect to visit.

Very often, in days gone by, when the JOURNAL contained pictures of Brotherhood crews, my husband would enjoy reading about them and looking for familiar faces. In late years we have been disappointed because we have not been able to see the boys bravely standing by their engines.

How many Brotherhood men ever start out to visit any great distance? In traveling, if you meet with a brother you find a welcome always extended, and a word of encouragement given.

How many of us look upon the trainman's life as one of pleasure? If you do, I wish to assure you that it is a mistake. Every one of them has many cares and responsibilities. From his parting at the door, in the morning, with the good-bye kiss, to the welcome home at night, he must brave and endure many dangerous experiences, and after it all, he can only say that he has done his duty.

We ought to be careful in parting with our beloved ones, not to give any reason for trouble or sorrow. Many of the greatest griefs can be laid to the unguarded speech of one or the other at parting. Many an ill-advised word spoken on the impulse of the moment has been the cause of a life-long trouble, so let us get along pleasantly and send our dear ones from us with happy hearts and care-free faces.

I have been reading the JOURNAL for ten years, and I consider it my friend. Wishing all its readers the greatest success, I remain,

Mrs. JAMES KENDRICK.

## The Right Age For A Woman.

Some women get sense at seventeen—others haven't got any at seventy—it is almost as difficult to decide at what age a girl should marry as the one at which most men should not, but it may be taken for granted that unless she intends to live a life of single blessedness in wedlock she must be at her very best and freshest when she takes the perilous plunge into matrimony.

There is said to be one half-hour in the life of a peach when it is at its supreme of perfection, and in almost every girl's life there is a longer or shorter period when she is at her fullest development of charm and malleability, at her highest capacity for making a delightful lover and wife and a physically competent mother. I should place this at somewhere between the ages of nineteen and twenty-five, though, of course, the limit can be pushed further. But to marry too soon is as great a sin to the future generation as to marry too late, and to see an immature girl holding a still more immature baby in her arms is only one degree less pitiful than the spectacle of a woman who, essaying matrimony too late in life, is reproached by the look of bruised youth in the child of her middle age. Still, there is the happy mean, and many reach it.

The girl who marries the man she loves while she is young may be compared to a flower that has grown naturally, inevitably, to its lovely fulfilment of scent and bloom—the girl who, from some accident, has been defrauded of love when she was most fitted to receive it, is like a plant grown in a cellar, where it struggles painfully to a pale simulacrum of the flower it was originally intended to be.

To the one girl, the vivid joy and zest of life; to the other, thwarted instincts, thwarted hopes, and the greying knowledge that through no fault of her own she has been jockeyed out of her woman's birthright. Love, of a kind, may come to her later, but not with the intoxication it would once have done. Yes, youth is the time to love, to marry in—the happiest old couples one meets are those who enjoyed their best years together, brought up a merry, healthy crowd of youngsters, who in their turn lent their strength for the old folks to lean on—but to face life with the assets of healthy youth, love, and a great capacity for work as for enjoyment, was more often done formerly than it is, alas! today.

Men hesitate, consult their bank books instead of their hearts, and, meanwhile, the girls themselves see the passing of their own exquisite youth; and, just as it is a melancholy reflection that all eggs were once new laid, and might just as well have been eaten fresh as reviled and rejected at a later period of their existence, so there seems some mistake somewhere by which a Jack is not provided for every Jill at the time when she is most calculated to make him happy, instead of six Jills to one Jack. Thus, as things are, is not the question "What is the best age for girls to marry" somewhat ironic? Some girls

are not fit to marry at any age—girls who have never learned to be unselfish, charitable, helpful—girls who live for bridge playing, club gossip and running up bills at their dressmakers'; girls who will "do" a play and a supper with any sneering man who chooses to ask them; and, as a rule, these girls do not get the opportunity of marriage.

One thing is certain, that the woman who at no age and under no circumstances ought to marry are those who despise home life, condemn the blessedness of motherhood, yearn for the excitement of the firing line in life's battle and, unrestful, unlovely, dishevelled, force themselves into the material stress of life at which hitherto men only have taken a hand. By all means, let them have the vote; with no matter what enthusiasm they exercise their suffrage, they must always be a very small minority, and there can hardly be said to be a van where there is no crowd.

Let them exploit to their hearts' content their male personalities in female bodies, leaving to the manly men and womanly women (the two types of humanity that give to the world its stability, its social happiness and grace) the carrying on of the race. Meanwhile—let me whisper it in your ear, girls—the best age to marry is when, to parody Mrs. Glasse's advice, you have taken the precaution to first catch your man.—*Helen Mathers.*

### Woman.

Woman is the Sunday of man.—Michelet.

The best woman is the woman who is the least talked about.—Old Proverb.

It is love that makes time pass, and it is time that makes love pass.—Old Proverb.

We should choose a wife with our ears rather than with our eyes.—Old Proverb.

The desire to please is born in women before the desire to love.—Ninon de l'Enclos.

A fortress that parleys with you and a woman who listens to you are both ready to surrender.—French Proverb.

Let a man pray that none of his womankind should form a just estimation of him.—Thackeray.

There are more persons who wish to be loved than there are who are willing to love.—Chamfort.

It is not easy to be a widow; for she must resume all the modesty of maidenhood without being able even to pretend ignorance.—Mme. de Girardin.

When women have been deceived by men, they wish to marry them. This is as good as any other kind of revenge.—Beaumanoir.

A woman is seldom so tender to a man as when she has just deceived him.—Anonymous.

A woman is easily managed when a man takes her hand in his love.—La Bruyere.

Love your wife as you love your soul; but shake her as you would shake a plum tree.—Russian Proverb.

A short absence quickens love; a long absence kills it.—Mirabeau.

Nature is in earnest when she makes a woman.—O. W. Holmes.

Women forgive injuries, but they never forget slights.—Haliburton.

Women see without looking; their husbands often look without seeing.—Des Noyers.

Wherever women are honored, the gods are satisfied.—Hindu Proverb.

A woman who has given her lips has given everything.—Anonymous.

What is civilization? I answer, the power of good women.—Emerson.

Shakespeare has no heroes; he has only heroines.—Ruskin.

Love never dies of starvation, but often of indigestion.—Ninon de l'Enclos.

A woman with whom you discuss love is always expecting something.—Poincelot.

There was never yet fair woman but she made mouths in a glass.—Shakespeare.

The love of a bad woman kills others; the love of a good woman kills herself.—George Sand.

### Woman's Greed For Bargains.

That women are largely to blame for the downfall of girls employed in the big department stores is the opinion of Bishop Charles D. Williams, who is quoted as saying from the pulpit of a fashionable church at Detroit recently: "A poor girl goes to the city and begins to work in a department store, managed by a representative Christian man. Her wages are about \$4 a week. She cannot support herself on that. Then there comes the suggestion—and I have heard it backed up by the actual words of the so-called Christian employer—that there are other things she can do.

"Who is responsible? You, my sister. The day of judgment will be a day of surprises to you. You will perhaps find yourself wearing the brand of shame on your brow that now seems so fair—not because of wrong that you have done, but because in your unholy lust for bargains you have made conditions such that your less fortunate sister is crushed to the mud of the pavements."

### Women, The Buyers.

The *Union Labor Bulletin* of Newark, N. J., truly says: "As women are the buyers for their families, they are therefore the employers. So, if a woman demands the union label on whatever goods she buys, she forces the shopkeeper to purchase union label goods and employ union workmen. In this way she prevents the horrors of the sweatshops and child labor, and benefits the situation for every one concerned." So it is up to the women to take these words to heart and act on them, thus following out the Biblical maxim of doing unto others as they would be done by.

### Patriotic Blood.

His great-great-great-grandfather crossed the  
Delaware with George,  
And in his country's service lost two toes at  
Valley Forge,  
Where the frost king, keeping busy all that dread-  
ful winter thru,  
Very nearly did for Freedom what the British  
failed to do.

His great-great-grandpa nobly put his private  
cares away  
And, hurrahing for his country, went with Jack-  
son to the fray;  
Many a crimson-coated warrior he dispatched to  
kingdom come  
On that great day at New Orleans, where he  
bravely lost a thumb.

His great-grandad was eager, when his country  
called, to go,  
And, with "Rough and Ready" Taylor, he did  
things in Mexico;  
After humbling Buena Vista he assailed Chapul-  
tepec,  
Where he lost a collar button and a section of  
his neck.

When the guns roared at Fort Sumter his grand-  
father tarried not,  
But went forth to save the country, bravely fac-  
ing shell and shot;  
He did wonders at Antietam, fighting under  
"Little Mac."  
And at Bull Run he was foremost till he fell and  
sprained his back.

His father was no laggard when poor, bleeding  
Cuba cried  
For the precious boon of freedom that so long  
had been denied;  
Like a knight he marched with Shafter, and was  
nearly put to rest  
By an army mule that kicked him in the stomach  
at Key West.

And our hero, the descendant of the warriors  
listed here,  
Though a child, has nobly given up three teeth  
and half an ear;  
Cheer him, cheer him for the service that he  
nobly does the state,  
He may yet get blown to pieces on the day we  
celebrate.

—Life.

### Gladstone, Mich.

Good Cheer Lodge No. 239 was convened in  
special session April 27 for the purpose of re-  
ceiving instructions from our First Vice Grand  
Mistress, Augusta Statzer. The meetings were  
well attended and the good words of advice and  
instructions to the sisters will long be remem-  
bered and we hope acted upon. She made all

our duties (even to the Councilman's) plain.  
Sister Statzer was very well pleased with our  
financial condition, but we told her it couldn't  
be otherwise, as our brothers of the B. of R. T.  
lodge, No. 103, pay all our expenses, such as hall  
rent, etc., and the hall is one of the finest in  
Gladstone, and they always work as hard as we  
do ourselves to make anything we undertake a  
success. Now, if they would only help us a  
little more to get their wives, mothers and sisters  
to join our Auxiliary, that would be appreciated  
also. With best wishes for the B. of R. T. and  
L. A. lodges, I remain, yours in S. L.,

A MEMBER OF No. 239.

### Likes His Queen.

I desire to thank you for the splendid "Little  
Queen Watch" I received for my efforts in secur-  
ing thirty subscribers for the TRAINMEN'S JOUR-  
NAL.

My jeweler says the watch is a splendid time-  
piece and one that any person should be proud  
of. My wife was simply delighted. Yours fra-  
ternally,

H. F. MARSH,  
Columbus, O.

### The Shadows.

Two tiny shadows on the wall one morning  
Did shape themselves like ancient knights of  
old,  
Who took their swords and fought for love of  
freedom,  
To win or die, like gallant warriors bold.

And as I gazed upon this shadow warfare  
The battle ever fiercer and fiercer grew;  
And as the battle still increased in fierceness  
The knights increased in strength and figure,  
too.

Until their figures covered half the ceiling,  
Their giant forms they ever faster flew,  
Nor ever stopped, nor ever once receding,  
Until I feared they'd cleave each other through.

But suddenly the battlefield was vacant,  
The sun went down and hid them from my  
view;  
And of those gallant knights that fought so  
bravely  
Which gained the victory I never knew.

Ah! like those gallant knights that fought so  
bravely  
Our thoughts, like fairy shadows, come and  
go—

The better often battling with the evil,  
The purer often striving with the low.

But let us hope our sun will show more mercy,  
And gently shine until the battle's o'er—  
Until the better thoughts shall win the victory,  
And evil thoughts lie dead to rise no more.

LEAH M. REDSON.

## Lilac Lure.

P. HABBERTON LULHAM.

Last night I sat and read alone,  
 With windows wide to the sea,  
 And my dead poets' loves and dreams  
 Lived and companioned me;  
 Below, the wave crooned, for my peace,  
 A murmuring monody.

And pain had reached a tideless time,  
 Slumbrous and passionless;  
 A wiser heart, methought, had lulled  
 To sleep the old distress;  
 It seemed, at last, my lonely soul  
 Accepted loneliness.

Then scent of lilac floated in,  
 Sweet from the springtime rain.  
 O fragrant lure! that roused the love  
 That safe asleep had lain;  
 Here was the old, mad heart once more  
 Awake and wild again!

—London Daily News.

## Sometime—Somewhere.

You gave on the way a pleasant smile,  
 And thought no more about it.  
 It cheered a life that had been dark the while,  
 Which might have wrecked without it.  
 And, so for that smile and fruitage rare  
 You'll reap a crown sometime—somewhere.

You spoke one day a cheering word,  
 And passed to other duties.  
 It cheered a heart; new promise stirred,  
 And painted a life with beauties.  
 And, so for that word and silent prayer  
 You'll reap a talent sometime—somewhere.

You lent a hand to a fallen one,  
 A lift in goodness given.  
 You saved a soul when help was rare,  
 And won a heart for Heaven.  
 And, so, for that help you proffered there  
 You'll reap a joy sometime—somewhere.

—Selected.

## With The Jails.

(Some of the managers opposed a better child-labor law in Alabama and dwelt largely on the "educational" advantages of their mills; but, in order to block a provision for a special factory inspector, they succeeded this spring in substituting a weaker law which associates the inspection of cotton factories with the state inspection of jails. These verses have been published in the state press.)

## I.

They said they were schools of learning,  
 The best that the world has made!  
 But when they saw we were doubtful,

They said they were schools of trade;  
 They dwelt on the technical training  
 That the life of the mill entails;—  
 But when they came to class them,  
 They put them in with the jails.

## II.

No more need the skill of Auburn,  
 Nor our Tuscaloosa's pride,  
 Be chafed by the rival culture  
 That the mills and their toil provide;  
 For Truth has come to Justice,  
 And has put the mills in her scales;—  
 For the men who own them and know them,  
 Have classed them in with the jails.

## III.

Your money may make them modern,  
 You may build up a factory school,  
 You may start with a hall for lectures,  
 And end with a swimming-pool;  
 But long as the hands of the children  
 Must slave for your ease and your sales,  
 The heart at the core of the world, Sirs,  
 Will put down your mills with the jails.

## IV.

There are men of lawless passion,  
 In our prisons bound secure;  
 But what are the crimes of the children,  
 Who are bound though their hands are pure?  
 For eleven hours—a strong man's day—  
 They toil till the spirit fails;  
 And thread by thread they spin the cords  
 That bind up your mills with the jails.

EDGAR GARDNER MURPHY.

## Statement Of Claims.

Port Huron, Mich., June 1, 1907.

|                              |              |
|------------------------------|--------------|
| Previously paid .....        | \$277,564.41 |
| Paid since last report ..... | ncnc         |
| Total .....                  | \$277,564 41 |

## Deaths Since Last Report.

Daisy Barker, of Lodge No. 32, died April 26, 1907.  
 Jane M. Sweeney, of Lodge No. 169, died May 4, 1907.  
 Myrtle Seals, of Lodge No. 222, died May 5, 1907.  
 Blanche Adams, of Lodge No. 73, died May 7, 1907.  
 Lydia Carter, of Lodge No. 143, died May 7, 1907.  
 Rosetta Ritter, of Lodge No. 209, died May 9, 1907.  
 Tillie Stratton, of Lodge No. 203, died May 20, 1907.  
 Lucy Snyder, of Lodge No. 35, died May 26, 1907.

AMY A. DOWNING,  
 G. S. and T.

# 

Send all inquiries to H. A. Dalby, Naugatuck, Conn.

## About Question 172.

"R. R." writes as follows: "In regard to Question 172 in May JOURNAL, would say conductor was right in staying at C, but his reason for staying does not seem right. For your information will quote the rule governing this, which is in effect on the B. & O. 'Form D (a): (1) No. 5 Engine 1312 has right over No. 6 Engine 1412 on east bound track Cherry Run Block to Hancock. (2) No. 5 Engine 1312 has right over all trains on east bound track Cherry Run Block to Hancock.' 'Under this order the train first named will run on track specified between points named and the train or trains last named must not leave the last named point on said track until the first named train arrives.'"

The rule he quotes means the same as the Standard Code instructions in connection with the form of order mentioned. The feature of the rule which may be open to criticism, and the one which caused Question 172 to be asked, is that it provides no way for an opposing inferior train on the same track to make a point between those named in the order.

The conductor mentioned in the question, being on an inferior train, refused to leave the last named point until the superior train arrived, giving as his reason that when the superior train got orders to run on a track other than its own it was practically an extra, but we agree with "R. R." that the logic is not very good.

CAN YOU TELL?

A writer from the Bangor and Aroostook R. R. in Maine asks the following questions: Are there any laws in the dif-

ferent states to govern the number of cars that may be hauled in one train? Are there laws relative to the proportion of cars in a train that must be equipped with air brakes and automatic couplers? If there are such laws, do they make any distinction as to whether the traffic is interstate or not?

We regret that we are not well posted on these matters. We do not know of a law governing the number of cars in a train, although there may be such. Usually each road or each division places a limit for the government of its own employes. It is generally considered that from 45 to 60 cars, according to the character of the district, is all that can be safely handled in one train. More than the specified number of cars make the train unwieldy and produce a heavy strain on the draw bars.

We believe the law requires all cars to be equipped with air and automatic couplers, but that the railroads are given a reasonable time to complete such equipment. Meanwhile either state laws or rules of the road require two-thirds or three-fourths of the cars in a train to be so equipped. Eventually it is the intention to have complete equipment of this kind and probably it is applied to all cars which have been built in the last few years. As to the matter of interstate traffic we are not informed.

Who can give us more and better information? How about the practice in Maine?

QUESTIONS.

175.—"Order No. 1 given at A is as follows: 'Engine 6922 will display signals for Engine 6904 and run as first No. 96 A to



Z.' 96 is running against No. 3, a limited train, and when first 96 gets to F they have not enough time to make H, the next siding, as there is no passing siding at G. They are therefore obliged to stay at F. It happens that the telegraph office at F has caught fire and there is no way of communication with the dispatcher. In the meantime second 96 has left E with an order reading, 2d No. 96 will meet No. 3 at H.' The dispatcher evidently thought first 96 would make H without help. Is there any way these trains can move in safety?"—H. J. H.

ANSWER.—This question involves the same principle as the situation in Question 102 on page 220 of the JOURNAL for March, 1906, about which there was considerable discussion in succeeding numbers. If your rules are according to the old Standard Code we do not know of any rule that will permit any of the trains concerned to move. They are simply tied up. Were it not for the unexpected fire in the telegraph office at F we should say the dispatcher should have made provision for this possibility and should have arranged his order so as to prevent it. In other words, if he had known that no orders could be sent to F he should have sent the order to second 96 at E in this form: "First and second 96 will meet No. 3 at H," addressing it to 1st 96 in care of the second. Then if the 2d overtook the 1st at a blind siding the order could have been delivered to the latter train and both could have proceeded to H. Ordinarily this complication should not arise, but in this case, of course, the fire could not have been anticipated. If you have the new Standard Code rule, however, you will find that the second part of Rule 94 permits 2d 96 to take the 1st ahead of it on the strength of the order held by the 2d. That part of new Rule 94 is as follows:

When a train, unable to proceed against the right or schedule of an opposing train, is overtaken between telegraph stations by an inferior train or a train of the same class having right or schedule which permits it to proceed, the delayed train may, after proper consultation with the following train, precede it to the next telegraph station, where it must report to —. When opposing trains are met under these cir-

cumstances, it must be fully explained to them by the leading train that the expected train is following.

The rule seems to cover a case of this kind. Of course it was intended to help trains out of a blind siding, but we think the words, "between telegraph stations," may be fairly construed to mean between open telegraph stations or between telegraph stations where orders may be obtained. A telegraph station that is burned out is to all intents and purposes a blind siding and we believe trainmen would be justified in helping themselves out of an emergency of this kind under the protection of the rule quoted.

If you have not this new Rule 94, nor any rule like it, we hardly know how to advise you to act. Perhaps your officers sanction one train helping another ahead of it in this way even though there is no rule for it. We should say that No. 3 could not leave H when it holds a "meet" order with 2d 96 until that train had been met. The word "meet" means but one thing and its meaning is very positive, but for 1st and 2d 96 it is a case of taking the safe side and making absolutely sure that it is safe before proceeding. Our opinion is that a code of rules without a provision similar to the one quoted is not complete, as it fails to provide for a situation which is liable to arise at any time.

176.—"Please give your opinion on the following order: 'No. 34 of May 5th is annulled B to D.' A is the initial station and No. 34 is due to leave at 7 p. m. It is due to leave B at 1:40 a. m. On the morning of May 6th has extra 374 west a right to run from C to B against No. 34 on the above order? I claim the order should have stated No. 34 due to leave A, its initial station, is annulled B to D. Am I right, or is this a proper order?"—E. J. T.

ANSWER.—Until the last revision of the Standard Code there was nothing in the rules as to how the date of a train or a schedule should be governed, although it has always been understood that the date on which the train is due to leave its initial station determines its date throughout its entire run. But this understanding is definitely authorized in the new Standard Code by the second paragraph of Rule 4, which

is as follows: "Schedules on each division (or subdivision) date from their initial stations on such division (or subdivision)." As a matter of fact, whether the new Standard Code is in effect on your road or not, it is generally understood in this way.

The order quoted is according to both the old and new forms of the Code and has reference to the No. 34 due to leave A at 7 p. m. May 5th, continuing over its entire run, and is therefore a perfectly proper order. The train due to leave B at 1:40 a. m. the 6th, is annulled from B to D and extra 374 west may be governed accordingly.

In regard to the form of order suggested by the questioner he probably refers to the second example under Form K in the old Standard Code, which would make the order read either "No. 34 due to leave A Sunday, May 5th," or "No. 34 due to leave B Monday, May 6th." We know of no objection to using either of these two latter forms if the dispatcher so desires, but the order as actually given is, in our opinion, quite sufficient.

177.—"No 220 leaves A with Order No. 1 as follows: 'No. 220 will meet No. 5 at D.' No. 220 arrives at B and gets order No. 2: 'No. 220 will meet 1st No. 5 at C instead of D and 3d No. 5 at E instead of D.' Before leaving B 220 gets Order No. 3 annulling Order No. 2. A claims Order No. 2 superseded Order No. 1 and Order No. 3 annulled Order No. 2, leaving 220 nothing against No. 5. B claims 220 will meet 1st 5 at B and 2d and 3d 5 at D. Which is right?"—J. D.

ANSWER.—If such a combination of orders is sanctioned on any road we suppose the proper understanding would be that Order No. 3 takes away all help against 1st and 3d No. 5 and leaves a meeting point with the 2d section at D. But we have recorded our protest many times against issuing orders in this way. Even if they are considered rulable they require too much thinking to figure out the exact situation at a given time. We do not mean to say that the order is too complex for the average man to comprehend, but a man with a number of other things on his mind is liable to confusion when meeting points are changed as they are in these orders.

Probably the dispatcher who issues such orders claims that he is warranted in so doing by the terms of Rule 218, which says that "when a train is named in an order all its sections are included," but our opinion is that this rule has been very much overworked. We believe it was never intended that orders be issued in this manner under the protection of this rule. Rule 206 prescribes the way in which trains shall be designated in train orders and indicates that they shall be termed (for instance), "No. 10," or "2d No. 10." This clearly indicates that each separate train shall be designated in the order and on almost every road this is absolutely required. If the dispatcher does not know how many trains are to be run on the schedule he may use the term "No. 10," but if he afterward finds that there are a number of sections and must give later orders the sections should be specified.

Rule 218 was intended for the information of an inferior train in case it received orders against a superior train designated by the number of the schedule only, such train being found displaying signals. It is meant for instruction to such inferior train that all sections are included in such a case. We believe it is a misuse of the rule to make it serve in a case like the one in the question. We advise asking your superior officers if these orders are approved and if they are they should instruct you as to how they should be understood.

178.—"Extra 488 south gets a 19 order at Caddo that 1st 406, a 2d class train, will wait at Armstrong until 12:50 p. m. for it and extra 488 south has right to Durant over 2d 406. They meet 1st 406 at Armstrong and 2d 406 flags to Armstrong on the 1st section. 2d 406 displays green signals. Could extra 488 proceed to Durant for 3d 406 without an order? I claim not."—P. P. S.

ANSWER.—You are right. Extra 488 could not proceed from Armstrong against 3d 406 without another order. When it gets an order giving it right over 2d 406 it is true that it may proceed against all following sections, but it can do this simply because a following section cannot pass the 2d. It gives the extra the right to proceed against following sections only until it

meets the section named in the order. When it has met the 2d section it has no further right over the 3d or any section following.

This is an important matter and should be well understood. When a contrary opinion is expressed it is argued that Rule 218, which says that when a train is named in a train order all its sections are included, would mean (in this case) that extra 488 has right over 3d 406 as well as the 2d to Durant and could therefore go to that station if it should meet the 2d before reaching there. But we must consider the fact that in all probability 3d 406 does not get the order. It is customary to send such orders only to the section mentioned and, indeed, it is not necessary to send it to the others.

Rule 218 is misunderstood and misapplied when it is argued thus. It was not constructed to cover a case of this kind. It was intended for an entirely different purpose as explained in the answer to Question 177.

179.—“Suppose I am on extra east 2589 and arrive at Somerset and get the following orders: ‘Order No. 1: Work extra 764 will work 2:30 p. m. to 6 p. m. between Somerset and Rockwood.’ ‘Order No. 2: Extra east Engine 2589 will meet Work extra 764 at Roberts.’ Now, when Extra 2589 arrives at Roberts it is 6:30 p. m. and Engine 764 has not arrived. Must Extra 2589 proceed or should she stay at Roberts until the arrival of Work extra 764? The question is this: Can the work train’s limits be extended without notifying Extra 2589? Some say yes and others say no. I have consulted the rules on this subject and I do not think the work train limits could be extended without notifying the extra.”  
—R. R.

ANSWER.—The rules do not answer a question of this kind for the reason that the orders are not consistent with each other. When we get away from prescribed rules or when we issue orders that are not in harmony there is no authorized procedure. The word “meet” means but one thing, and we believe Extra 2589 would be justified in insisting that the train be met or that it be properly released from the requirements of the order. Dispatchers

should not send such orders unless there is a probability that they can be executed.

As to whether the limits could be extended without notifying the work extra, safety would certainly demand that the extra be notified, although we repeat that there is no rule to govern the case, as the situation is abnormal and should never be allowed to occur.

“E. L. C.” asks a question exactly like the above and the same answer will apply.

180.—“The following order was issued: ‘Order No. 6 to C and E No. 42. No. 42 Engine 1719 will meet No. 41 Engine unknown at Unionville.’ Special instruction on time card says No. 42 will wait at Bloomington until No. 41 arrives. Bloomington is south of Unionville and is the terminal. Will Order No. 6 give No. 42 the right to leave Bloomington before No. 41 arrives without the words ‘instead of’ in the order? If No. 41 gets copy of the same order could they proceed to Bloomington?”  
—E. N. B.

Our opinion is that the order to meet at Unionville must be observed and that it is not necessary to make reference to the special instruction on the time table either by the words “instead of” or in any other way. We believe this is the way such cases are generally understood.

Our opinion is, also, that special rules on the time-table are not a good thing and should be avoided if possible. We have known of a number of cases where they have resulted in serious questions and on one occasion they were the cause of a head end collision. It is natural that they should raise questions for the reason that they attempt to provide for train movements in a way that is not contemplated in the rules and they are very likely to produce situations which cannot be governed by them. Our advice is, if you have them on your time-table, to be extremely careful in the use of them and when a question arises to immediately apply to the proper authority for an explanation and instruction as to how they should be understood. For our part we do not like them.

181.—“On this district there are but two schedules, No. 72 east bound and No. 71 west bound, both second class trains. Litch-

field is the eastern terminal and Eldred the western. One train and crew runs both trains, and east bound trains are superior by direction to west bound of the same class. It frequently happened that No. 71 was unable to make Eldred for No. 72 and they used to get orders against themselves. But a new time-table came out which made no change in the schedules of the two trains and which still says that east bound trains have right over west bound of the same class, but it also contains a special rule that says No. 71 has right of track over No. 72. This does not seem right after plainly stating that east bound trains

are superior. It seems to me that if No. 71 is to be given right over No. 72 it must be done by train order, for that is what the book of rules gives us to understand. My conductor says he would use the time-table authority to run against No. 72 if necessary, but I think he would have to get authority by train order."—E. H. C.

ANSWER.—According to custom these special instructions are observed and they supersede the general rules. But, as we said under Question 180, any special rules of this kind are liable to lead to serious questions and this possibility should always be kept in mind by all concerned.

### "They" Say.

There's a very wise family abroad in the land,  
The largest I ever have known;  
You have met, I know, for on every hand,  
Some branch of this family has grown.  
You may not care in this company to share,  
And try to keep out of the way,  
Still you're under the ban of this numerous clan,  
Who are known by the name of "They."

They've a wonderful knowledge of all your  
affairs,  
Of your character, business, or health;  
They have known all your family for years upon  
years;  
Their mistakes, their losses, or wealth.  
And if one of the the throng has ever gone  
wrong,  
The disgrace will not soon pass away,  
'Twill be treasured in store, to repeat o'er and  
o'er,  
By this meddlesome family of "They."

If a stranger should come to your village or town,  
He must not in ignorance remain,  
He must know all the failings of Jones, or of  
Brown,  
Though the telling should cause them pain.  
And they seem to arrange (though it looks very  
strange),  
That in some unaccountable way  
Nearly all do wrong but those who belong  
To this paragon family of "They."

With a very shake of the head, and a very grave  
face,  
And a voice mysterious and sad,

"They" will say, "Did you know such and such  
was the case?"

I'm sure it is really too bad."  
Then the story will grow like the ball of snow  
Which the school boys roll in their play—  
Getting large and strong as it passes along  
In the hands of this family of "They."

Oh! there's many an unjust prejudice born,  
And many a sharp sting given  
By the thoughtless tongue, while hearts are torn,  
And truest friendships riven.  
Of the erring soul that has lost its goal,  
Yet yearns for the good old way,  
Shrinks back from the light into darkest night,  
Because of unkind words, "They" say.

What a heaven, indeed, this world would be  
If this troublesome family of "They"  
Would only the good in their fellow-men see,  
And turn from the evil away.  
If we heed the word of our loving Lord,  
Tell me who will be today,  
The sinless one to cast the first stone  
At those who have wandered away.

Oh! these tongues of ours we should guard with  
care,  
For our words will have an end  
And by those words, God's book doth declare,  
We are justified or condemned.  
'Tis a solemn thought, forget it not,  
But drop along thy way  
Only words that are kind, and blessings you'll  
find,

Though numbered among the "They."

M. CARRIE HAYWARD.

## Our Prayer, Alexander Pope.

---

Father of all! in every age,  
In every clime, adored  
By saint, by savage, and by sage,  
Jehovah, Jove, or Lord!

Thou Great First Cause, least understood,  
Who all my sense confined  
To know but this, that Thou art good,  
And that myself am blind;

Yet gave me, in this dark estate,  
To see the good from ill;  
And binding Nature fast in Fate,  
Left free the human will.

What conscience dictates to be done,  
Or warns me not to do,  
This, teach me more than hell to shun,  
That, more than heaven pursue.

What blessings Thy free bounty gives  
Let me not cast away;  
For God is paid when man receives:  
To enjoy is to obey.

Yet not to earth's contracted span  
Thy goodness led me bound,  
Or think Thee Lord alone of man,  
When thousand worlds are round!

Let not this weak unknowing hand  
Presume Thy bolts to throw,  
And deal damnation round the land,  
On each I judge Thy foe.

If I am right, Thy grace impart,  
Still in the right to stay;  
If I am wrong, O teach my heart  
To find the better way.

Teach me to feel another's woe,  
To hide the fault I see;  
That mercy I to others show,  
That mercy show to me.

Mean though I am, not wholly so,  
Since quickened by Thy breath;  
Oh, lead me, wheresoe'er I go,  
Through this day's life or death.

This day, be bread and peace my lot;  
All else beneath the sun,  
Thou know'st if best bestowed or not;  
And let Thy will be done.

To Thee, whose temple is all space,  
Whose altar, earth, sea, skies,  
One chorus let all being raise;  
All nature's incense rise!

---

## If I Only Knew.

If I knew a box where the smiles were kept,  
No matter how large the key  
Or strong the bolt, I would try so hard—  
'Twould open, I know, for me.  
Then over the land and the sea, broadcast  
I'd scatter the smiles to play;  
That the children's faces might hold them fast  
For many and many a day.

If I knew a box that was large enough  
To hold all the frowns I meet,  
I would like to gather them, every one,  
From nursery, school and street.  
Then, folding and holding, I'd pack them in,  
And turning the monster key,  
I'd hire a giant to drop the box  
To the depths of the deep, deep sea.

—*Junior Toiletttes.*

---

## The Difference : Night And Morning.

Oh, it's pleasant in the evening  
When you're from the city bound  
To your wife and baby waiting  
In the suburb by the Sound.  
How you eat a pleasant dinner  
Far from "downtown" labor hard;  
Then you spend the evening resting  
In your own green yard.

Oh, the difference in the morning  
When you're rushing back to town  
On the good old fast "eight twenty."  
How you grit your teeth and frown  
As she slows and stops completely—  
Your remarks are rough and hard  
As you spend the morning waiting  
In the railroad yard.

—*Commuter.*



There is no free list.

Send all remittances for subscriptions to the Grand Secretary and Treasurer. See Section 30 Constitution, Grand Lodge.

Letters for this department must be written on one side of paper only, written with ink and must be at the office not later than the 12th of the month to insure insertion in the current number.

All changes of address, communications pertaining to the Journal, etc., should be sent to the Editor. Do not send resolutions.

When the Journal does not reach you, immediately give us your name, correct address and the number of your Lodge.

## Resolutions Adopted By The Eighth Biennial Convention, May, 1907

The report of the Committee on Resolutions was as follows:

ATLANTA, GA., May 20th, 1907.

To the Officers and Members of the Eighth Biennial Convention, Brotherhood of Railroad Trainmen:

We, your Committee on Resolutions, beg leave to report the following:

Whereas, We have received a letter of welcome to the State of Georgia and City of Atlanta from the Hon. J. M. Terrell, Governor of Georgia, expressing his regret that he was unavoidably detained in the City of New York in the discharge of his official duties, and it would be impossible to be present at our open meeting, and extending his most sincere wishes for a pleasant stay in his state and city, and expressing his good wishes for our success as an organization; therefore, be it

Resolved, That the Brotherhood of Railroad Trainmen most heartily thank Governor Terrell for his expressions of good wishes and kindly feelings; and, be it further

Resolved, That a copy of this resolution be sent to Governor Terrell, be a part of the proceedings of this convention, and be printed in the RAILROAD TRAINMEN'S JOURNAL.

Whereas, Brother W. C. Puckett, member of Lodge No. 302, President of the Trades Council of the City of Atlanta, and Chairman of General Committee of Arrangements, has attended our convention and acted as Master of Ceremonies at our open meeting of the Eighth Biennial Convention of the Brotherhood of Railroad Trainmen; and,

Whereas, Brother Puckett, acting as our host during our stay in Atlanta, has endeared himself and the people of Atlanta in all our hearts for the splendid and hospitable manner in which they have entertained the people of this convention; and,

Whereas, He and his associates and the people

of Atlanta have made our stay in the City of Atlanta a most pleasant and agreeable one, one that will afford the officers, delegates and their ladies many pleasant recollections for years to come.

And as we regard his efforts as having been exceptionally painstaking and very successful; be it, therefore,

Resolved, That this convention express its sincere thanks and appreciation to Brother Puckett and associates for the genuine hospitality extended the people of this convention by himself, associates, and the people of Atlanta; and, be it further

Resolved, That this resolution be spread on the minutes of this convention, a copy forwarded to Brother Puckett, and that it also be published in the RAILROAD TRAINMEN'S JOURNAL.

Whereas, The Hon. W. R. Joyner, Mayor of the City of Atlanta, honored, by his presence at our open meeting, Tuesday, May 7, this Eighth Biennial Convention and extended to us a very hearty, most pleasant and cordial greeting, and did deliver to our worthy Grand Master the key to the City of Atlanta, and on the part of its citizens did welcome us to partake of the genuine old-time Southern hospitality for which this city will be so kindly remembered by delegates, visitors and their families; therefore, be it

Resolved, That we tender to "Cap" Joyner and the citizens of Atlanta our most sincere thanks for the welcome given us, and assure the people of this city of our pleasant recollections of our stay in the Capital City of the Empire State of the New South; and, be it further

Resolved, That this resolution be spread on the minutes of this convention, a copy be sent to Mayor Joyner, and be printed in the RAILROAD TRAINMEN'S JOURNAL.

Whereas, The Rev. Father John E. Gunn attended the open session of our convention and delivered the closing prayer and benediction in our behalf, we take this occasion to earnestly and sincerely thank Father Gunn for his fervent intercession on our behalf, and to assure him that we

were greatly profited by the excellent service rendered; therefore, be it

Resolved, That a copy of this resolution be sent Father Gunn, be spread upon the minutes of this convention and be printed in the RAILROAD TRAINMEN'S JOURNAL.

Whereas, The Eighth Biennial Convention of the Brotherhood of Railroad Trainmen was honored by the presence of the Rev. W. W. Landrum at our open meeting, Tuesday, May 7; therefore, be it

Resolved, That we extend to this eminent divine our sincere and gracious thanks for his most excellent invocation and words of wisdom. We appreciate his prayer, and will endeavor to be just and temperate, and in our relations with men we will exercise that same charity we would ask for ourselves; and, be it further

Resolved, That this resolution be a part of the records of this convention, that a copy be sent to the Rev. W. W. Landrum, and that it be printed in the RAILROAD TRAINMEN'S JOURNAL.

Whereas, The Hon. C. T. Ladson, "the silver-tongued orator of the South," at Buffalo in May, 1905, bid us "come to the land of Dixie, the fields of cotton and the home of fair women," did appear at our open meeting, May 7, and, on the part of the Trades Council did welcome the Eighth Biennial Convention of the Brotherhood of Railroad Trainmen to Atlanta, "the proud city of the Southland," that he "made good" goes without saying, and by his flow of rhetoric and flights of oratory won the hearts of our delegates and ladies. We will ever remember the hearty words of welcome and good wishes from this legal and loyal friend of organized labor in the "Cracker City" of old Georgia; be it further

Resolved, That this convention most sincerely thank Mr. Ladson, and we trust the best of fortune will attend him wherever duty may call him; and, be it further

Resolved, That this resolution be made a part of our records, a copy be furnished Mr. Ladson, and be printed in the RAILROAD TRAINMEN'S JOURNAL.

Whereas, The Brotherhood of Railroad Trainmen has been honored by the presence, at its Eighth Biennial Convention, as its guest of honor, of the Hon. L. S. Coffin, better known by us as "Father Coffin," originator of the white button, who has devoted his time and talent in furthering the cause of temperance among our members, and who, in his quiet way, has distributed charity while offering words of counsel and cheer to the hearts of all; and,

Whereas, His careful attention to the inmates of the Railroad Men's Home has resulted in a better understanding of our members as to the merits of this cause, and as we heartily appreciate his services in the care of those unfortunate; and,

Whereas, The Brotherhood of Railroad Trainmen feels proud to refer to Father Coffin in connection with the automatic coupler and air

brake law and his efforts in securing the passage of same; therefore, be it

Resolved, That the thanks of our organization be extended to him through this convention for his friendship and continued assistance; and, be it further

Resolved, That this resolution be made part of the records of this convention, a copy be forwarded to the Hon. L. S. Coffin, and that it be published in the RAILROAD TRAINMEN'S JOURNAL.

Whereas, The Eighth Biennial Convention of the Brotherhood of Railroad Trainmen has received from Brother John Mitchell, President of the United Mine Workers of America, a very friendly and fraternal greeting, congratulating our Brotherhood upon its "recent successful adjustment of the wage scale for our Western members," and assuring us of his personal good wishes and continued friendship; and,

Whereas, We recognize Brother Mitchell as a labor leader of such ability and fairness as to do justice to both employer and employe, who deserves the respect of all American citizens, and we know he has the best interest of our organization at heart; therefore, be it

Resolved, That the Brotherhood extend to Brother Mitchell and his organization our best wishes for their continued welfare and prosperity; and, be it further

Resolved, That a copy of this resolution be forwarded Brother Mitchell and a copy be spread on the minutes of this Convention and be printed in the RAILROAD TRAINMEN'S JOURNAL.

Whereas, We have received a letter of fraternal greeting and good wishes from Brother John J. Hannahan, Grand Master of the Brotherhood of Locomotive Firemen and Enginemen, expressing his regrets at his inability to attend our Convention on account of the serious illness of his wife, and of a meeting of General Chairmen of his organization which will necessitate his attendance, and

Whereas, Brother Hannahan expresses the continued friendship and fraternal feeling for our Brotherhood and wishes for us a "pleasant session and a valuable one in matters of legislation for our members;" therefore, be it

Resolved, That the thanks of this convention be extended to Brother Hannahan, and through him to the members of the Brotherhood of Locomotive Firemen and Enginemen for such expressions of good will, and to assure them that their good wishes are fully reciprocated; and, be it further

Resolved, That a copy be sent to Brother Hannahan, and be printed in the RAILROAD TRAINMEN'S JOURNAL.

Whereas, Brother A. B. Garretson, Grand Chief of the Order of Railway Conductors, in response to our worthy Grand Master's invitation to be present at our Eighth Biennial Convention, did acknowledge receipt of such invitation, expressing his regret at being unable to attend on account

of the Grand Division of that order convening at Memphis a few days later; and,

Whereas, Brother Garretson also conveyed to this Convention the best wishes of himself and the Order of Railway Conductors, wishing us a successful session; be it, therefore,

Resolved, That this Convention assure Brother Garretson and the Order of Railway Conductors of its sincere appreciation of his kind regards, and that it sincerely hopes that the friendly relations of the two orders enjoyed during the past will continue to exist; and, be it further

Resolved, That this resolution be made a part of the records of this Convention, that a copy be forwarded to Brother A. B. Garretson, and be printed in the RAILROAD TRAINMEN'S JOURNAL.

Whereas, Brother Warren Sanford Stone, Grand Chief of the Brotherhood of Locomotive Engineers, has conveyed to our Grand Master, and for the Convention, his regrets at being unable to attend this Convention as our guest, but his representative, Brother F. A. Burgess, Assistant Grand Chief Brotherhood of Locomotive Engineers, appeared and conveyed to the Brotherhood of Railroad Trainmen the good wishes and fraternal greetings of his most excellent organization; and,

Whereas, We know that the Brotherhood of Engineers is in full accord with the purposes of our organization, and is giving its co-operation, and we appreciate the value of the friendship of the Brotherhood of Locomotive Engineers; therefore, be it

Resolved, That this Convention express its sincere thanks to Brothers Stone and Burgess for the good wishes conveyed for the success of our Brotherhood, and we assure them of our hearty reciprocation of all good wishes and fraternal greetings expressed by them; and, be it further

Resolved, That this resolution be made a part of the records of this Convention, that a copy of same be forwarded to Brothers Stone and Burgess, and be printed in the RAILROAD TRAINMEN'S JOURNAL.

Whereas, The Eighth Biennial Convention of the Brotherhood of Railroad Trainmen received a letter of good will and best wishes for future welfare of our Brotherhood from Brother H. B. Perham, President of the Order of Railroad Telegraphers, in which he also expresses his regret at being unable to attend on account of the Sixth Biennial Convention of Railroad Telegraphers, which convenes in Memphis on May 18, 1907; therefore, be it

Resolved, That this Convention extend its sincere thanks to Brother Perham for his fraternal wishes, and that we assure him of our best wishes for the continued and ultimate success of the Order of Railroad Telegraphers; be it further

Resolved, That this resolution be recorded on the minutes of this Convention, that a copy be forwarded to Brother H. B. Perham, and that it also be published in the RAILROAD TRAINMEN'S JOURNAL.

Whereas, The Eighth Biennial Convention of the Brotherhood of Railroad Trainmen received a communication from our brother, the Hon. E. E. Clark, member of the Interstate Commerce Commission, acknowledging our invitation to be present at our Convention, and expressing his regret at being unable to attend, and also conveying to this Convention his most cordial fraternal greetings and best wishes for our continued and ultimate success; be it, therefore,

Resolved, That this Convention express its appreciation and thanks for the kind expressions and fraternal greetings of Brother Clark; that in him we recognize one of the best friends to our Order; that it reciprocates fully the good wishes expressed by him; be it further

Resolved, That this resolution be made a part of the records of this Convention, that a copy be forwarded to Brother E. E. Clark, and be published in the RAILROAD TRAINMEN'S JOURNAL.

Whereas, The Hon. Frank P. Sargent, Commissioner General of Immigration, Washington, D. C., did acknowledge receipt of our Grand Master's invitation to be our guest during the Eighth Biennial Convention, expressing his regret at being unable to attend and extending his best wishes for a successful meeting, and assuring us of his continued friendship and kind personal regards; therefore, be it

Resolved, That the thanks of the Brotherhood be extended to Brother Sargent, formerly Grand Master of a sister organization, for his continued interest in our Brotherhood; and, be it further

Resolved, That this resolution be a part of the records of this Convention, a copy be forwarded Brother Sargent, and printed in the RAILROAD TRAINMEN'S JOURNAL.

Whereas, The Pullman Palace Car Company has courteously provided free return transportation for those delegates who are actually employed in railway service, and who had purchased Pullman transportation and retained documentary evidence of such purchase, coming from their several homes to Atlanta to attend the Convention; be it, therefore,

Resolved, That the thanks of this Convention be extended to the officers of the Pullman Palace Car Company for such substantial favors; and, be it further

Resolved, that a copy of this resolution be sent to Mr. R. Dean, General Manager; and to Mr. W. M. Camp, Superintendent at Atlanta, and published in the RAILROAD TRAINMEN'S JOURNAL.

Whereas, Members of the Mystic Shrine, returning from their annual convention at Los Angeles, Cal., were killed and crippled in a serious railroad accident; and,

Whereas, Certain of our members are also members of the Shriners, we are, therefore, doubly aggrieved; be it

Resolved, That the sympathy of the Brotherhood of Railroad Trainmen, through its Eighth Biennial Convention, be extended to the A. A. O. N. M. S. during this hour of sorrow; be it, also,



Resolved, That a copy of this resolution be printed in the RAILROAD TRAINMEN'S JOURNAL.

Whereas, The Farmers' Union of Georgia, in convention assembled, did extend to the Brotherhood of Railroad Trainmen choice fraternal greetings and did extend a hearty wish for our continued growth and prosperity and a pleasant stay in their city and state; therefore, be it

Resolved, That the thanks of this, the Eighth Biennial Convention, be extended to the Farmers' Union of Georgia, and that we appreciate their friendship and will endeavor to work for the common interest of all laboring men; be it further

Resolved, That a copy of this resolution be forwarded to the chief executive officer of the Farmers' Union of Georgia, and be printed in the RAILROAD TRAINMEN'S JOURNAL.

Whereas, Order of Railroad Conductors, Division No. 270, of Atlanta, Ga., did arrange for the appetites of our several delegates, visitors and their families, a most enjoyable and old fashioned Georgia barbecue, where Brunswick stew, barbecued pork and mutton, and all things necessary to complete a most appetizing and substantial noonday meal, was spread in the beautiful White City Park, where our delegates, visitors and their families spent a very pleasant and profitable afternoon, partaking of the 'cue and otherwise; and,

Whereas, The Georgia Railway and Electric Company did furnish special cars to transport our large party to the park free of cost; therefore, be it

Resolved, That the thanks of the Eighth Biennial Convention of the Brotherhood of Railroad Trainmen be extended to our O. R. C. brothers for their genuine old-time Southern hospitality; and, be it further

Resolved, That a copy of this resolution be sent to the Chief Conductor of Division No. 270, a copy be printed in the RAILROAD TRAINMEN'S JOURNAL, and be sent to the manager of the Georgia Railway and Electric Company.

## A Double Barreled Humanity Gun.

The highest courage is to dare to do right for right's sake in the face of opposition, ridicule and probable loss of popularity. The head of a nation, the minister who is the power behind the throne, the leader of a party, the preacher of religious or moral truths, to such men there sometimes comes the opportunity to act with the highest courage. History gives us a few splendid examples of such truly valorous souls, who strong for truth and brave for truth, held to the wise, the human or the honorable course in spite of the protest, misconstruction and denouncement of a public whose judgment was for the time paralyzed by prejudice and passion.

Is Senator La Follette a man of highest courage? There are many who believe that he is. There are few indeed of our public men who dare to be wise. They fear public sentiment too greatly; they love popularity and its rewards and

benefits too well to hold to their real convictions that perhaps would lead them to tame and guard instead of submitting to the impulses of men made irresponsible by prejudice, by passion or greed. Senator La Follette's plan to have the working hours of railroad men limited by law of Congress bears indirectly upon the rights of the public as well as upon the rights of a class. It is, of course, true that things are generally covered up for the trainmen and they have a long rest after every long period of duty. But the long period of duty saps the vigor of the strongest frame. Rest should be regular and periodical in order to take up the strain. And where the public rights come in is just at the point when the switchman, conductor, engineer, fireman and brakeman are overtaxed. A long rest after a long vigil may bring some relief to the overworked factor, but it cannot remedy the accident due to his drowsiness or other incapacity. A square deal for both railway employes and the traveling public is the issue involved in measures like the La Follette railway hours bill.

Let us rid ourselves of fear. Do not go sneaking and trembling in search of what is ours by honest right. Demand what is our due on the principle that if we have done our work well we are entitled to all that is coming to us, without fear of any human creature, however exalted his position. The power is within ourselves; use it and your hard conditions will vanish as dark clouds from the face of the sun. This is an era of organization. Nothing apparently can be done without it. One can do little, but one man combined with 100,000 of his fellows, becomes a mighty power, if we only do what is right.

ALFRED S. LUNT,  
Lodge No. 456.

## Shorter Hours.

The question which agitates the minds of many railroad employes is the reduction of working hours. I have within the past six months been asked by different railroad employes the cause of our slow progress in this direction. We are not unmindful of the fact that our committees have made weak and faint-hearted attempts to shorten our work-day. Very recently a universal, heartless demand was made for a reduction of hours by our committees. What was the result? Nothing.

If my memory serves me right they were promptly turned down—and stayed down. They were confronted with a statement of a scarcity of railroad men, and this statement was used by railroad officials as a strong argument, at least sufficiently so to prevent any reduction of hours. Of course, if railroad men are scarce it would seem impossible to shorten the work-day. It would indeed be more reasonable to increase the hours of workmen. In this way we could overcome the scarcity of railroad workers. But before increasing the hours of labor it might be judicious to make inquiries and ascertain if there is truth in this statement of scarcity of men in this work and also the cause for this sudden decrease in workers. If there is a scarcity of rail-

road men there must be a cause for it, and whatever the cause we are reasonably certain that our calling does not appeal to the working class or attract the unemployed. It is invisible to us, but visible to the unemployed; that there is a disagreeable element in our work and this can easily be attributed to our inferior working conditions.

Railroad work is considered the most hazardous labor performed. What do we get for that part of it? Nothing. We are also underpaid for other disagreeable elements of this work. Now is it a wonder that railroad men are scarce? The insistence of working long hours, compelled to do so by officials, and having in our ranks a few ignorant men who are always looking for overtime; and to the last can be attributed the cause of our slow progress in this line, and it has diverted the attention of the unemployed to some other line of business.

The question presents itself. What is the present or the ultimate solution of this sudden scarcity of railroad men? In what manner are we to overcome this deficiency on which is based this strong argument that warped and narrowed the minds of our committees

It may seem unreasonable and irrational at this stage to advise a reduction of hours in order to overcome the scarcity of workers. But it is the only immediate remedy for this defect. I can say that there is no danger whatever in reducing the hours when laborers are needed. We are aware of the fact that there is a large body of men in this country who are employed. We know of a large body of men employed in what is known as unproductive service. But the men on whom I wish to lay especial stress are those who are held in reserve for emergencies, the men who are restrained from engaging in any line of business, until called for to serve in times of disputes. With such a large army of non-producers is it a wonder that we work long hours? Is it a wonder that railroad men are scarce? With the above mentioned unemployed men actually engaged in productive service, with our conditions of employment such as to attract them in our direction there would be a surplus of railroad men which would place us in a position to make a further reduction. It is not to our advantage to monopolize this work. We must have assistance from the unemployed. If, for instance we have in train and yard service one hundred thousand men overworked at ten hours per day and fifty thousand men are unemployed, it stands to reason if we can induce them to engage in railroad work we can reduce the hours easily to an eight-hour day. If our railroads require one hundred and fifty thousand men and only two-thirds are employed those who are employed will have to provide for the support of the unemployed. It is always reasonable to believe that those engaged in productive service support those who are non-producers. One man can probably saw a cord of wood in ten hours, but if he has a son whom he is supporting and able to work, will assist him, they will saw another cord in five hours.

Reverting to the weak attempt made by our committees to shorten the work-day, I say it is

much better and apparently as easy to contest for important legislation as it is to forego the desire. In our present stage of organization we have abundant strength, but of what use is this power if we do not exercise it? In legislating we have been too conservative. We need radical innovation and the sooner the better.

We are not satisfied when we are compelled to produce for the sustenance of others. Our strength is known and admitted. We are independent to that extent, but this does not avail us anything if we do not exercise it. If we complain of ill treatment and show the least remonstrance we are told to go slow. I may be called a pessimist, but I prefer that to be an optimist who bumps his nose against conditions and never sees them as they are.

J. LA FONTAINE,  
Lodge No. 88.

## Favors Foreign News.

I read a letter in the May JOURNAL from the Secretary of Lodge No. 14, saying that the members of the Brotherhood down East did not like the way the JOURNAL was presented.

I cannot quite agree with him, so far as the first pages of the JOURNAL are concerned. I believe that the brothers down East ought to be as much interested as the rest of us, in what is going on abroad, so that they may understand its effect on conditions at home.

I think the articles on conditions abroad are about as good as anything we have had, and have done as much to keep our members advised as anything that could have been given us. The articles on the Panama Canal Zone were of great interest to all of us, for it is the greatest place at present for railroad men to look to when they get out of a job in this country.

We ought to be mindful of the fact that we can make laws for our country, if we take the matter up as we should and encourage each other to work for legislation through our legislative bodies, and to elect members to those bodies who will pay some heed to the demands of our class.

I think our members might profitably write of their experiences elsewhere. I was in Panama and made about fifty trips across the Panama Railroad and I was not favorably impressed with the country at all. I saw five natives die in one day from different diseases and I surely thought my turn would come next.

The newspapers paid no attention to the deaths on the Isthmus; and if the truth were always told it would be a difficult matter to get Americans to go to the Isthmus. It may not interest our middle-aged brother who has spent his days in one spot, and who is now settled down expecting never to be moved again, to have some information about work in other countries, but I speak from my own experience, and say that it has been the means of advising a lot of us as to what was best for our own welfare.

I think if more of our brothers who have been on the Isthmus, or elsewhere, would be good

enough to write their experiences and impressions to the JOURNAL it would be of as much service to the organization in general as anything that could be offered.

CHAS. W. CANNON.

### The Home.

HIGHLAND PARK, ILL., June 1, 1907.

The following donations have been received:

B. R. T. Lodges.

|             |         |          |          |
|-------------|---------|----------|----------|
| 82.....     | \$ 2.50 | 461..... | \$ 2.00  |
| 149.....    | 5.00    | 545..... | 12.00    |
| 187.....    | 22.00   | 546..... | 5.00     |
| 224.....    | 2.00    | 595..... | 30.00    |
| 299.....    | 2.00    | 598..... | 10.00    |
| 452.....    | 5.00    | 627..... | 5.00     |
| 458.....    | 10.00   |          |          |
| Total ..... |         |          | \$112.50 |

### Summary.

|   |          |
|---|----------|
| O. R. C. Divisions .....  | \$ 39.55 |
| B. R. T. Lodges .....   | \$112.50 |
| B. L. E. Divisions .....  | 89.00    |
| B. L. F. & E. Lodges .....  | 10.00    |
| L. A. C. Division .....   | 5.00     |
| G. I. A. Division .....   | 5.00     |
| James Costello, No. 270, O. R. C. ....  | 1.00     |
| Alfred S. Lunt, No. 456, B. R. T. ....  | 1.00     |
| Proceeds of a ball given by No. 433, B. L. E., O. R. C. No. 390 B. L. F. No. 397 and No. 564, B. R. T., Hoisington, Kas. .... | 25.00    |
| Proceeds of a ball given by No. 379, B. L. E., Ashland, Wis. ....   | 31.00    |
| Collection taken up by the delegates of the O. R. C. Grand Division, Memphis, Tenn. ....                                      | 206.93   |
| Total .....   | \$525.98 |

### Miscellaneous.

One box of books from Brother Bedson, No. 781, B. R. T.

Respectfully submitted,

JOHN O'KEEFE,  
Secretary and Treasurer.

### Reynoldsville, Pa.

We are glad to be able to say that we have enough members who are interested in our lodge to properly take care of our affairs. Some of our officers are not attending to duty as well as they might, and I believe they ought to be on hand, or else tender their resignations, so that some one who will fill the positions properly could be elected in their stead.

If our members would only look back over a few years, to the time when they received \$1.95 per day, and did not receive pay for overtime, and had to work sixteen and eighteen hours every day, they would appreciate what the Organization has done for them. If it had not been for the Brotherhood they would be getting the same rate of pay and work the same hours as they did then.

The work of the committee has changed the old

conditions and we are working under some very good rules and are being fairly well paid. The one drawback we have is that there are some of our conductors who seem to be afraid to ask the company to conform to the rules. One of our rules calls for two brakemen on all trains doing local work, but there are a number of conductors who seem to dislike to ask for the extra man. It is not right, and they should insist that the number of men provided for by the rules be placed on all trains, as they are on all other roads east of Pittsburg and Erie.

I think that our men, as fast as they are promoted, ought to take their regular turns and not try to knock someone else out by bidding for a favored home job in some other branch of the service. Our brothers seem to prefer a job flagging on a home run to running a crew that is not so favorably situated, and I believe it is not right and is unfair to the rest of the men in the service.

M. FLANNAGAN.

### The Power Of A Small Act.

Recently several trades union matters of only local importance in the first instance have taken on a national aspect because of the development and exploitation by the press of the country, of what were primarily trivial incidents in connection with the real question at stake. This has not tended to give people a true impression of trades unionism. All reformers make mistakes; as a class they are not more infallible than other people. And it is usually their mistakes that are at first given the most prominence.

Just so is it with organizations existing for the benefit and welfare of the many. They will always be judged in certain quarters not so much by the permanent good they accomplish, but by the selfishly aggressive acts of a few of their members. Acts, like people, are frequently judged by appearances. Each man must interpret the deeds of another as they appear to him. And his judgment is according to his own powers of perception and his own depth and breadth of character. A little-minded man will, of course, be quick to impute a small, contemptible motive to an act with which he happens not to be in sympathy, either for material reasons or on account of prejudice, regardless of the underlying principles governing it. But there are many otherwise fair-minded men who misjudge a fine character because of some trivial act.

It is well worth remembering that one must not only be good, but one must appear to be good. One must not only have high principles, one must show them in every act, otherwise people will not believe that they are there. I know a very successful business man, a man who has made a large fortune for himself, and an enviable position as an authority on finance. Every man in his line of business respects his knowledge and ability. Yet I have never heard one kind word spoken of him in the business world. In his home he is one of the most unselfish of men, a Christian father in the truest sense of the term. He does

a great deal of good, too, in a quiet and unostentatious way. But the minute he enters his office he becomes, to all appearances, a hard, cold, calculating financier, to whom human beings are only interesting in direct ratio to their business value. And in this character he does a great deal of harm, in a negative way.

It is a curious fact that most of us would show more charity, more unselfishness and more love for our fellow-beings if we weren't ashamed to. It is the fear of being thought "sentimental" and "goody-good" that makes us paint ourselves blacker than we are. Very few of us have the courage of our convictions. We always wait for the other fellow to take the lead. And frequently he leads the wrong way. Yet he gathers in his followers—many against their better judgment—simply through the force of will power, which is the hypnotic force that rules weak characters. This is one of the difficult problems that organized labor has constantly to meet. People are gradually beginning to learn something about its aims and the actual good it has done, yet as long as individuals are not actuated by the principles which they uphold as an organized body, trades unions are going to be misjudged. There will always be some who will judge them by the reckless acts of a few men.

It is well then, for each and every man who stands for organized labor to let its high principles govern all his acts that he may not, even in the smallest way, misrepresent a great power for good.—Rev. Charles Stelzle.

### Ironton, Ohio.

In looking over the JOURNAL for May I found a communication from Brother George Sisco, Secretary Lodge No. 14, referring to "too" much space of the JOURNAL being devoted to foreign immigrants, etc., etc., and saying we should have more pictures of our own men and more railroad news and home talent. I am inclined to think Brother Sisco would very frankly change his views if he understood the great danger that threatens the American people and labor organizations from the undesirable, and unrestricted immigrants coming to our shores annually. I would hardly feel like classing Brother Sisco with some of our people who stubbornly insist that we should throw our portals wide open to these foreigners and say, "no danger, let 'em come," for he is a "Trainman" and I am sure he knows where the root of all our troubles lies with reference to organized labor. It's the foreigner that will take his run out in case of strike. It's the foreigner that will work for less than he will. It's the foreigner that will agitate a strike. It's the foreigner that will resort to all kinds of lawlessness. And it's the same foreigner that will do almost anything unAmerican between employer and employe to promote discord in the ranks of our Brotherhood.

There are very many good people who continue to say, "Oh, the good Lord opened this country for the oppressed of every land. Let everybody come in freely without restriction of any sort.

We can assimilate and Christianize them. This won't work at all." As well may an over-fed dyspeptic say, "Oh, I can eat or drink anything—vinegar, milk, lobsters, arsenic, pork fat, anything." This is just the condition of the big American cities; they are ruined by indigestion and by poisons of all sorts, and yet there are many good railroad men in these cities crying for "more." We are receiving from Europe millions of immigrants every year, not the best of European material, but the worst—paupers, criminals and illiterates which should be restricted at once. I contend, therefore, that the JOURNAL is doing a full duty and could confer no greater favor upon the Trainmen than keeping the matter before them. Brother Sisco says we can't dictate to law makers, etc. I don't see why. We elect these men to office as servants of the people and it is the Trainmen's moral duty to see that their Senators work to the interest of the American people at large and we should insist on immigration being restricted as much as we should insist on a wage-scale with our employers being granted us when we think we are not getting reasonable wages for our services. Trainmen, don't let the JOURNAL "give it up." We can do without our beautiful "mugs" on the first page.

WILLIAM HUNT,  
Lodge No. 766.

### Canal Zone.

As there are a few changes of interest to all of our brothers in the conditions here, I will give you the facts. Secretary Taft can safely say regarding his visit to the Zone and his diplomacy in treating with the railroad men, "I came, I saw, I conquered." He met the conductors and engineers and told them that he would send them his decision in a few days. As the appointed time passed the committee waited upon the chief engineer, who was to receive a letter for the committee from Secretary Taft. After a delay of several days the committee was told that a letter had come to the Isthmus, but that it was a personal letter to the chief engineer and not to the committee and that he had not received any word for the committee from Secretary Taft.

On May 5th, the engineers and conductors, in a body, notified the officials on the Zone that if they did not receive a reply to their demands by the morning of May 7th they would not go to work. On the evening of the 6th a message, understood, or stated to be, a cable, stated that the demands of the steam shovel engineers and crane men, being unreasonable, would not be granted. That engineers would be paid \$210 per month, with a five per cent increase after the first year and a three per cent increase each year thereafter. Also that all time worked over nine hours per day could be taken in lay-over days on the Isthmus or added to the leave of absence.

Qualified conductors would be paid \$190 per month, with the same five and three per cent increase as granted to the engineers. All of the above increases to go in effect on May 1st, 1907.

The committee of the conductors and engineers notified the men that they had accepted the offer.

There was not one word said about the trainmen; but I understand that Chief Engineer Stevens, before his retirement from office, offered the same settlement, except the five and three per cent yearly increases. His offer was to go into effect the first of April, 1907.

As for the trainmen, promotion has been fast, as the number of conductors needed in the service has increased. In the past, each boat brought conductors who had been appointed in the States, and the faster they came the less were the trainmen's chances for promotion. But hereafter there will be no conductors hired in the States. All must come here as trainmen. If a man shows a good record and that he has been a conductor within the past two years, he may be sent to the Panama Railroad to be examined, but if he has no record of running as stated, he will not be examined till he has been here six months. Of course the need for conductors governs the call for examination.

By qualified conductors we mean those who have taken the examination. There are a few jobs in the cut spotting cars, where the crew does not go on the main line and where a conductor need not be qualified and receives only \$150 per month.

At the present only about 30 per cent of the trainmen here have done railroading before coming here and I believe that the plan of not hiring conductors in the States is to encourage experienced men to come here as trainmen and be promoted as the need for conductors arises. The pay of trainmen is still \$100 per month. It may be increased and it may not. Honestly speaking, the class of men now here give the writer the opinion that the officials can do as they see fit with 60 per cent of them.

The steam shovel men were paid \$210 per month. They demanded \$300 per month and on the 10th and 11th several of them resigned and I understand that all will have resigned by the 13th. The officials have made arrangements to fill their places, but who they are or how many, I have not been able to ascertain. The men in different departments express the opinion that the demands are unreasonable and I do not think that anyone in the transportation department will uphold them.

One of the greatest complaints among the men is the food question. The quality and the quantity is fair, but the cooking in most of the places is "rank." The writer has gone to places and paid 30 cents for something to eat and was only able to eat the bread and drink some rank coffee, the rest being simply unfit to eat. In the raw condition the provisions are all right, but they are spoiled by the negroes who cook them. A negro who has never cooked anything but jaws cannot be expected to cook for white men and some of the stewards who run these eating houses here could not run a 5 cent house in the States and hold the trade. The main fault is that the wages paid are so small that a good man cannot be induced to remain in that department.

As all the brothers can understand, the conductors and engineers have settled and everything is all right. To any brother who wants to come here I say: Be sure you have a complete record of yourself and remember the rainy season is here. This is no place to come for a pleasure trip. Come with the intention of staying and of making good or—keep away. X.

May 12, 1907.

### East St. Louis, Ill.

While reviewing the past history of this grand old Brotherhood of ours, I find many things done that should encourage its 91,000 members on their march onward and upward. And these same successes should appeal to the men of the railroad world for an increased membership. Then let every railroad man lend his financial aid and numerical strength to the further efforts of the B. R. T. for an improved condition, shorter hours and more pay and improved labor laws through the efforts of our legislative boards.

Note what has been accomplished through our efforts. We indorsed the Federal Safety Appliance Law and rendered material assistance to its passage, while the Switchmen's Mutual Aid Association, the predecessors of the Switchmen's Union of North America, were opposed to the law. Our Brotherhood furnished the necessary financial aid to have the Johnson case heard in the United States Supreme Court, said court rendering a favorable decision, which made the federal law effective. We furnished the money to dissolve the Wabash injunction, which means more to the railroad men of today than any other accomplishment of recent years. We were successful in having the railroads of the western half of this country to grant an additional one-half cent an hour increase in 1908 after the Switchmen's Union had agreed to accept a smaller amount. We repeated the same dose in 1906, receiving one cent more an hour than the Switchmen's Union agreed to accept. Had it not been for the willingness of the Switchmen's Union to take over the schedules held by the B. R. T. the increases would have been even greater than they were. In proof of the Switchmen's Union's eagerness, I refer you to the N. Y. C. & H. R. settlement at Buffalo.

The B. R. T. and O. R. C. are responsible for the Illinois Safety Appliance Law for the protection of road and yard men and through the joint efforts of the B. R. T. and B. L. F. & E. we have the Indiana full crew bill. And through the joint efforts of the B. R. T., O. R. C., B. L. E. and B. L. F. & E. the Employers' Liability Law was passed at a recent session of Congress and the assistance of these same orders will no doubt insure a favorable decision on this law by the United States Supreme Court as the Federal District Courts have passed upon this law several times, giving more favorable decisions than adverse.

Have the signatures of the Switchmen's Union been attached to any of those successes? No.

Only in a pull-back method. My object for mentioning the many great things done by our Order is to make a comparison of the worth and work of the B. R. T. and the Switchmen's Union. The B. R. T. has a membership conceded to be 91,000 at this time and has more than \$1,250,000 of money on deposit, with obligations paid in full. Our Order in the past two years has increased its membership about 17,000 members and a very great percent of this increase has been yard men. In Chicago alone we have organized three strictly yard lodges with a total membership of about 1,000, with other increases throughout the state sufficient to make 2,000 new members. The Switchmen's Union of North America, according to last reports, has a total insurable membership in the United States of 7,942, an increase for the past two years of 1,030. Eight hundred and thirty-seven of this increase is shown to have been made in the State of Illinois, where their especial attention has been directed to the organizing of switch tenders, old and young. They also show to have on hand a total cash balance of \$44,157.83.

Brother switchman, answer this question. If you be fair to yourself, your wife and children, your position, the company that employs you, and to your God, can you accomplish as great things at the hands of a dwarfed organization, practically financially stranded, as you can with an organization composed of 91,000 members, which is more than eleven times your membership, an organization having \$1,250,000 in money behind it, which is more than twenty-eight times the money you have—an organization which gives you a greater amount of insurance at less cost than you now receive, and guarantees you protection just so far as you are willing for it to protect you? I would answer "No." Then why not disband this little bunch of rattlers that have gained the reputation of making more noise than a horse in a tin stable?

The B. R. T. has accomplished all the past improvements in the conditions of road and yard men in spite of all your pull-back. Now, if you had numbered with them, your pull would have been in the right direction and not of the rule and ruin kind. Then I say to you, why not hurry up the arrangements before it is too late for Brother F. T. and Brother Jim C. to again hit the foot-board inside of the age limit?

Fraternally yours,

EUGENE WRIGHT,  
Lodge No. 706.

### Chicago, Ill.

I have now before me a copy of the *Switchmen's Journal* for June, 1907, and the reading is fairly interesting until I reach pages 498-499. There I find an article over the signature of "Big Jim," conveying some very valuable information to those who are fortunate enough to read it, purporting to be a correct statement concerning some trouble on the M. & O. at Mobile, Ala., and the very prominent part taken by the writer in bringing about a speedy settlement (how easy it must have been); speaks of meeting Col. Rus-

sell, "a jolly, whole-souled fellow." I can see how the Colonel was jolly, etc. I would laugh myself when I gazed on such an athletic figure as "Big" Jim attempting to settle a condition that probably required the services of a safe, sane and conservative man. He goes on to say, "I have a better opinion of the Colonel than before I met him." (How happy and contented the Colonel must be.) I wonder if the Colonel's opinion of "Big" Jim is fit for publication. He also says, "Tuesday I left Mobile and all our members happy;" your little vaudeville act must have been well rehearsed to make such a hit, especially in Mobile, for those people don't laugh unless there is a good reason. I think the reason they were happy is because Connors left. I don't blame them. Had I been there I also would be happy. He also states, "Pigford did not want harmony, for that night he brought out a red rag and flaunted it in the face of the bull," after stating that he had left for St. Louis before that time. You can imagine my surprise when I got to St. Louis and got a paper and read that the Switchmen had struck. Connors must have made a very favorable impression with his men when they forgot in such a short time that he had visited them, and inasmuch as it was his duty to teach them law, order and obedience.

I wonder if the world sees you as I do, Jim? It is very distasteful to me to show you up in your true light, but there is a limit to all things. You are constantly, through the columns of your *Journal* (otherwise known as the conduit) assailing the character of men who in public and private life would think themselves dishonored to be called your friends, therefore I cannot restrain myself. My personal opinion of you is entirely unfit for publication, but I will take the liberty of charging you with being a colossal failure as a leader of men.

SQUARE DEAL.

### The Owls.

All hooters please hoot to the call.

Especial attention is called to the fact that the dope drug that was administered to the birds at Buffalo May, 1905, and which nearly resulted disastrously to our illustrious order, has been completely eradicated and some healing and invigorating balm infused, the wonderful effects of which are balm apparent. This promises to be both far reaching and lasting in its efficacy, it is therefore to be hoped that with the renewed efforts of all interested feathers and pin feathers to see our Order of Owls rise, Phoenix-like, and shine, as it never before did, at Columbus, Ohio, in 1909.

We have already been assured that a special appropriation will be made to insure for us a grand parade and ball, and to this end we intend to use unlimited paint, paper, paste and push, realizing by that time in numerical strength at least one-half the entire Brotherhood.

The Grand High Roost met in Atlanta, Ga., May 15, 1907, but owing to the death of our

P. G. G. O. and in view of the fact that there was no guide to safely steer our course, the birds became wild and took to the wilderness, consequently at the sound of the hoot only our illustrious Grand Scratch and Stuffed Owl responded. It then became absolutely necessary to reorganize. This had a good effect and from the enthusiasm and approval of the Grand Hooters elected there is no reason to believe otherwise than a grand upbuilding generally. Plans were at once begun for getting to work on the constitution and general rules, which will be put in print shortly and distributed.

Your G. G. O. asks that all Scratch Owls send as early as possible a list of feathers, the number of roost and location, likewise a statement of the condition of the roost, cash in hand, etc. All roosts that have gone down or are in a comatose condition from lack of interest will also reply and state all troubles. And any good feather knowing the way to organize will be given a certificate of authority by applying. No fewer than ten pin feathers can start a roost and a deposit of \$10 will be necessary to procure supplies. In conclusion will say all feathers get busy, so that we can build up our good old Order of Owls again and any suggestions from any source that would be of interest will be gladly accepted by

Yours truly at the Stump,

J. A. McKEAN, G. G. O.

All communications address to 208 W. 84th street, New York City, N. Y.

## When We Reach The Terminal.

Selfishness was an attribute of the primitive man. Will man never wake up to the fact that herein lies one of the fundamental ethics in the progress of civilization? Will man go on forevermore trying his best to grab right and left, straining every mental faculty he possesses to scheme, cheat and grab everything that comes within his reach, never taking a thought of his fellow men? Is this thing to go on forever? Are we as individuals going to permit this crime to continue?

It has been said, touch a man's pocketbook and you touch his heart. But selfishness doesn't merely consist in the eagerness of man to grab gold. Selfishness is a broad and sweeping term, being applicable not only to capital and labor, but almost every controversy that has arisen between men since history was recorded. Selfishness, that curse which has permeated the atmosphere of our modern civilization, enervating our ethics, and jeopardizing our country.

That we cannot and must not tolerate this curse in our rapid march for the universal upbuilding of a consummate civilization is imperative.

That selfishness does not merely consist in the gaining of wealth is demonstrated obviously by the fact that among the poor and poverty stricken, where there is absolutely no chance for them to become millionaires, still this same selfish, egotistical, self-aggrandizing spirit is apparent. A

spirit to get something for nothing. A spirit to hold from him that hath not. A spirit to crush the weak and helpless, and so the whole human race.

In fact, the predominating characteristic of all mankind from the day history was recorded, has been a desire for self-aggrandizement. It is only in the dawning of this mighty modern civilization that we are awakening to the fact that this curse can be eliminated, and to crush this primitive instinct is the greatest problem we have confronting us today. Not in others, but in our own individual selves.

Wake up, don't fall into a state of lethargy. Just a little kindly word spoken from the heart, just a welcome hand when we meet a brother. Don't go around under the impression that from a business standpoint you cannot be what you want to. That is all foolishness. Kind words and kind deeds should be chief factors in the business world, and the sooner man wakes up to this fact the better it will be for all humanity.

That all the laboring classes should be united is admitted. But that all humanity should be united; that capital and labor should meet as brothers; that humanity might prosper, and "peace on earth, good will toward men" should reign supreme is the all important problem of today.

That this Brotherhood shall be one of the principal participants in the uplifting of the downtrodden, and a teacher and instructor to the classes and masses, that it will set an example before the laboring world, and be a teacher of justice, love and righteous integrity to its employer, should be the foremost desire of every Trainman.

Join a helping hand. "In union there is strength." We can eradicate selfishness. We can obliterate it, if we try. Just a little will power is all that is needed. Keep your eyes on our motto, and some great day when our work is done, and we have reached The Terminal we can feel that we have accomplished something, though small it be, and we have not lived in vain. This great Brotherhood can stand as a monument to our great and righteous cause, and be a beacon light to those who are in darkness.

K. L. Bloom,  
Member No. 58.

## Earn Something During Vacation.

There ought to be about one hundred thousand girls and boys out of school during vacation that belong to our Brotherhood homes. "All work and no play makes Jack a dull boy," but it is not a bad idea to mix up enough work in the play to make the latter the better appreciated. The JOURNAL has a way that offers the chance to mix the two with profit in both directions.

If the Brotherhood girls and boys will get subscriptions for the JOURNAL during vacation they can get in return for their work good values in prizes that could not be given if cash commissions were paid.

For our boys and girls we have specially selected prizes. They are of the kind that each one can

use, the values are of the first class and their retail price amounts to one hundred per cent in commissions.

We have a Lady's Queen Watch that sells for \$30.00 and we offer it for 30 paid yearly subscribers. We have a Commercial Standard Watch that sells for \$35.00 and we offer it to the boys for 35 paid yearly subscribers, then we have a splendid signet ring we offer with either monogram or initial, engraved to order, for 20 paid yearly subscribers. These are high class goods and if the Agents feel that they have not received first-class prizes we will make them satisfactory. Your own jewelers can be the judges when you receive the prizes.

Every boy and girl can easily get one or more of these prizes. You might as well go back to school with something to show for your own effort during vacation. There can be no better offer made to you for your work than the JOURNAL has made.

Let us see if we cannot get a few thousand new subscribers for the JOURNAL during July and August.

Look at the advertising pages for our other prize offers. Remember, you can have your own home jeweler pass upon the value of these prizes. We will make good.

### Jersey City, N. J.

The convention held at Atlanta was the most impressive gathering I have had the pleasure of witnessing I think. It was a very fortunate thing for our order that it was held at Atlanta. It will prove a big boom for the South is not thoroughly organized. I also attended a meeting of local lodge No. 302, when there were over 300 visiting members present. I had the pleasure of seeing one candidate ride the goat. The officers of No. 302 are all on the job and have the ritual work down fine. Brother Puckett was there with all the ritual work also and made a very good impression.

Palisade Lodge No. 592 is still doing business at the same old stand. We are glad to know that the period for admission has been cut down to six months. Let us hope that this will prove a great advantage to our Order, but at the same time there is another thing that ought to be taken into consideration, and that is give a man a chance to join, but I don't believe in chasing after material when they have every inducement and are getting good money through the Brotherhood.

There seems to be a little dissatisfaction among our members and the attendance of our meeting shows it. Brothers, don't get mad when things are not coming our way. We must admit we had a lemon handed to us in the matter of free passes. I am sorry to say I was stung, but let us hope at the next meeting of the Board of Adjustment that we will be able to get our division passes. There are lots of things that could have been gained, but better luck next time. Don't get discouraged, but keep the good work up, and

we will win out. It is pretty tough when you have got to pay for your monthly ticket out of your check, but it is now up to the Board of Adjustment. Cutting hose and steam coupling at terminals should also be done away with.

ONE WHO KNOWS.

### New Journal Prizes.

The JOURNAL wants to get the largest circulation of any publication of its kind and for that purpose it has revised its list of subscription prizes in the hope that the new offers will prompt our brothers and sisters to renewed efforts to get subscribers.

Now no one need work for nothing, for *we offer a prize for one subscription*. This prize is not a house or lot, nor even a pony and cart, but it is a good B. R. T. pin that retails for 50 cents and it is about as good an offer as we can afford to make for subscriptions received. Then we have other pins we offer for 3 subscribers; others we offer for 4 and 5 names and we have two Auxiliary emblems we offer, each for 5 and 10 names, the latter with the name of the owner engraved on the bar. We have all kinds of rings running from 15 names to 30 names. Two of them are lady's rings, one of them is a signet ring with monogram engraved to order and the others are B. R. T. emblem rings. These are about the best we ever secured for prizes. The designs are new, very pretty and the values are good.

We also have a new B. R. T. cuff button we offer for 10 subscriptions, and there are B. R. T. charms we offer for 5 to 10 subscriptions. These values are excellent.

Our watches are of the well established, high grade kind that stand for themselves and need no recommendation. Ask your delegate to the Atlanta Convention what this lot of watches looks like. The same watch is offered for subscribers as follows: The B. R. T. Standard for 75 names; the Lady's Queen for 30 names, and the Commercial Standard for 35 names. This comes very close to returning a dollar in prize values for each dollar received in subscriptions, and who is there that can make an honest offer that can come anywhere near it?

In addition we offer to the subscriber a good, readable monthly publication, attractively presented and filled with entertaining, instructive matter that will be of some interest to every one who reads it. It is the purpose of the JOURNAL to contain something of interest to every one who opens it. No publication is read from cover to cover because not all of it is of interest to the reader, but we try to arrange our JOURNAL so that something in it will appeal to each reader. This is a good fair offer to the subscriber; it is not a charitable proposition by any means. We want everybody to have the JOURNAL and we will do our best to give each subscriber a fair return for his investment.

We want every Brotherhood man and woman to take up this work for us. Will not each one



of you help us a little? If you do we will be helped a wonderful lot.

Look at our advertising pages for our list of new prizes and offers that range from a prize for one subscription to a fifty-dollar watch for seventy-five subscribers.

### House Work.

For it's wash, wash, wash!  
Here's the all-fired bloomin' dishes make them  
clash;

How I scatter them about and slap them with  
the clout

As I grit my teeth and say I'll cook their hash.

I can't forget the day

I heard my wifie say,

I'm the bummeest bottle-washer you have seen.

I kissed her dear sweet face,

And said I'd take her place;

I'd do the work like lightning so I said.

The fire wouldn't burn,

The duplex wouldn't turn,

The blessed grate got stuck and wouldn't move.

And in my awful ire

To light that bloomin' fire,

I knocked the all-fired bottom out the stove.

Then it's scrub, scrub, scrub;

That's the way all housewives earn their grub—

Eternal scrub and wash, making puddings, pies  
and hash,

Should they wear their lives out thus? Aye,  
there's the rub.

I broke the plates and dishes

With the dishclout's angry swishes;

I wished I had a mother-in-law to help me out.

The breakfast and the dinner

Not fit for saint nor sinner,

Scarce fit to put beneath a porker's snout.

Next time my wifie is ill

Or is taken with a chill,

Get a woman, bet your bottom dollar, son—

Clean the stove and sweep the floor;

There's the postman at the door.

Make the bed and—when the deuce will I get  
done.

Then it's clean, clean, clean,

With a score or so of curses in between,

With broom and mop I rattle, as I give the  
housework battle;

I'm the bummeest bottle-washer you have seen.

Forsooth I'm feeling poorly;

A month of this work truly

Would surely cook my goose and do it well.

Clear the ashes, get the coal,

Dump the rubbish in it's hole,

Get the cloth and set the—hang it, there's the  
bell.

I'll tell my wifie I'll chuck it

Before I kick the bucket;

I'll be hanged if I can stand this. Hully gee!

How my wife can do it

And how she e'er gets through it

Is past my comprehension, don't you see.

For it's rush, rush, rush,

Like a hound upon the scent way in the bush.

Then when the things go wrong kerwallop goes  
your tongue

Which says so many cuss words makes you blush;

Chasin' X cars on the run—

Catch 'em, sonny, that's but fun;

It's only just exhilarating play.

Tackle wifie's job and see,

And I'll bet you'll side with me;

Your down and out and settled in a day.

Then when you come home at night

Let your smile be gay and bright,

And give your better half a word of praise;

Just do your level best

To give her mind a rest,

And keep the kind words flowing all your days.

For it's sweep, sweep, sweep!

I'm jeewhizzed—I could very nearly weep,

For I feel such a chump it gives a chap the  
bump

To think such work would make him look so  
cheap.

If you're not inclined to shirk

And would like to try the work

Your wifie's got to do around the place,

Just take the whiak and broom

And hustle round the room;

Before the day is done you'll pull a face.

And when you think you're done

You bet your boots, my son,

You'll find another dozen things to do.

When a woman's work is done

Her race is surely run.

They're dead and in their coffin when they're  
through.

D. McCUBBIN, No. 506.

### Wishing.

I wisht I was a hummin' bird.

I'd nes' in a willer tree.

Den noth'n' but supp'n' wut goes on wings

Could uver git to me.

I wisht I was a snake. I'd crawl

Down in a deep stump hole.

Noth'n' 'd venture down in dar,

'T 'd be so dark en col'.

But jis' a nigger in his shack,

Wid de farlight in de chinks—

Supp'n' kin see him uvvy time

He even so much as winks.

It's a natchel fac' dat many a time

I wisht I was supp'n' wil';

A coon or a' owl or a possum or crow—

Leas' ways, a little while.

I'd lak to sleep in a holler gum

Or roost in a long leaf pine,

Whar nothin' 'd come to mess wid me

Or ax me whar I's gwine.

—Charlotte Observer.

# PLEASANTRIES

A group of railroad men in New Orleans were talking about the fastest rides they ever experienced, says the *Times Democrat*. One man in relating his experiences said: "Across bayous and through marshes we rushed like mad. When we reached the Rigolets, the most remarkable thing I ever saw took place. The train was traveling so fast it sucked the water up behind it as it rushed across the trestle, and I could hear the fishes groan as we flew over this neck of the gulf. Most remarkable think I ever saw in the way of fast runs." And he lapsed into silence.

"I am glad you reminded me of that run," said another member of the group. "I had forgotten the incident. I can vouch for all you say, for I was on the back end of the last coach, and the water which was sucked in behind the train by the vacuum almost washed me overboard, but I held on all right, and when we made the crossing and the waters had receded I picked up on the platform of the rear coach the finest bunch of fish I ever saw. They were no doubt the fish you heard groaning."

George—I have been invited to a "flower party" at the Pinkies'. What does it mean.

Jack—That's one of the newest ideas this season. It is a new form of birthday party. Each guest must send Miss Pinkie a bouquet containing as many flowers as she is years old, and the flowers must have a meaning. Study the language of flowers before ordering.

Florist's Boy (a few hours later)—A gentleman left an order for twenty of these flowers to be sent to Miss Pinkie with his card.

Florist—He's one of my best customers. Add eight or ten more for good measure.

Teacher—For a correct understanding of this sentence. "They cleaned up \$75 between them," it is necessary to explain that there was no literal act of cleaning up. The words convey the idea of distribution, or parcelling out, and may relate to the division of the proceeds of a financial transaction or the spoils of a questionable or dishonest venture. In short, the phrase is peculiar to the language and may be classed as idiomatic.

Tommy Tucker—I understand the sentence all right, but I don't know what you are talking about.—*Chicago Tribune*.

A well known artist was walking with a friend one day, when his companion suddenly discovered he had a tooth in bad condition. As the pair were passing a drug store the man with the throbbing molar asked the other:

"What would you advise for the toothache?"

"Why," innocently replied the artist, "the last time I had a toothache I went home and my wife kissed it away."

The friend paused a moment and then asked, "Is your wife at home now?"—*Exchange*.

The little girl came home from school in the middle of the forenoon in a high state of excitement.

"What is the matter dear?" asked her mother.

"Jimmy Treadway scared me."

"How?"

"Why, he's been having the mumps, and he's got some of 'em left, and when I wouldn't give him a bite of my apple he said he was going to take a mump out of his pocket and throw it at me!"—*Chicago Tribune*.

We never take liberties with the Masons. I mean the F. and A. But here is something too good to lose. It really happened in a small court in Long Island, and ought to go on record with the grand master of the state: The prisoner was one of the prettiest hoboes that ever wandered from Hoboken. He was typical. But he fell by the wayside and failed to convince the policeman that he was really an honest old grafter-tramp. "Yer honor, I'm a Mason," he whispered to the judge. "I'm sorry for that," replied the magistrate. "I'm one myself, and I hate to lock up a brother. What are the three precious jewels?" "Yer honor ain't goin' to press me too hard? I ain't been in a lodge in 18 years." "Answer the question—softly in my ear." "Well, if I ain't forgot the ritual, the three precious jewels is a girl, a bird an' a cold bottle." "Ten days," said the judge.—*N. Y. Press.*

An Irishman was walking along a road beside a golf links when he was suddenly struck between the shoulders by a golf ball. The force of the blow almost knocked him down. When he recovered he observed a golfer running toward him.

"Are you hurt?" asked the player. "Why didn't you get out of the way?"

"An' why should I get out of the way?" asked Pat. "I didn't know there were any assassins round here."

"But I called 'fore,' said the player, "and when I say 'fore,' that is a sign for you to get out of the way."

"Oh, it is, is it?" said Pat. "Well, thin, whin I say 'foive,' it is a sign that you are going to get hit on the nose. 'Foive.'"—*Selected.*

A traveler in Norway stopped at a small town and put up at the city hotel. He remained more than one day and suddenly remembered that he had not registered.

Accosting the proprietor, he explained the situation and was assured that his name had been registered for him. As the visitor had not given his name he was somewhat curious to see the entry. Calling for the register, he read: "Mr. Russian Leather, coming from Warranted." The hotel clerk had copied the inscription on his trunk.—*Pele Mele.*

Those fond of Irish bulls may find some amusement in the following letter, which was written by an amorous swain of the Emerald Isle to his lady fair.

"My Darlin' Peggy:—I met you last night and you never came! I'll meet you again tonight, whether you come or whether you stop away. If I'm there first, sure I'll write my name on the gate to tell you of it, and if it's you that's first, why rub it out, darlin' and no one will be the wiser. I'll never fail to be at the trystin' place, Peggy, for, faith, I can't keep away from the spot where you are, whether you're there or whether your'e not.

"your own

Paddy."

Young Wife (in tears)—"O Gerald! What do you think. The canary has gone to laying eggs!"

Unfeeling Husband—"I don't see anything heart-breaking in that Elsie. It's a perfectly proper thing for a canary to do."

Young wife—"Yes, but I've always called it Ben!"

Unfeeling Husband—"Well, you can call it Ben Hur now."

The young man called on his best girl and spent the evening. When he arrived there was not a cloud in the sky, so he carried no umbrella. At 10 o'clock it was raining cats and dogs and the gutters overflowed.

"My, my, my!" said the dear one. "If you go out in this storm, you will catch your death of cold."

"I'm afraid I might," was the assenting answer.

"Well, I'll tell you what—stay all night; you can have Tom's room, since he's at college."

She flew upstairs to see that Tom's room was in order. In a little while she came down to announce that Tom's room was in order, but the young man was not in sight. In a few minutes he appeared, dripping and out of breath from running, with a bundle under his arm.

"Why, Charlie, where have you been?" she cried.

"Been home after my night shirt," was the answer.—*Sarby's.*

# EDITORIAL

Vol. xxiv.



No. 7

## Become A Working Part Of The Brotherhood.

The Brotherhood of Railroad Trainmen, like all other organizations, must remember that it can be no stronger than its foundation. The membership is that foundation, and its intelligence, fairness in all its relations, ability and determination to distinguish and do the right thing at the right time, and its steadfastness to the principles selected for the government of the organization, will determine the measure of success to be attained by the organization. This means that every member must do his share in all Brotherhood work.

This may appear quite a lengthy catalog of qualifications, yet, there are not so many that one can be done away with. Unless taken comprehensively they must be added to for the requirements are many that are necessary to insure successful labor organization.

A labor association is always before the bar of public opinion. The employer of labor is seldom on trial and, when he is, the chances are that everything is in his favor from the public view point. It does not follow that the public always knows, or even cares, whether it is right or not. When it is inconvenienced and the employer makes his statement he is generally believed and the employee suffers in consequence.

There are certain affairs in industrial matters that seem to move in irregular periods, corresponding to the state of business. They appear on occasion by show

of unusual unrest among the workers, a sort of an organized disorder, so to speak, that comes from a lack of knowledge on the part of members of organizations that do not understand the necessity for the old time methods of operating their labor organizations. They are told, and they believe, that the times are out of joint, and so far they are fairly correct. They are advised their organizations have outlived their usefulness and that it is time for the inauguration of something that will do the work the others have failed to do. In this they are not correct. There are certain influences at work to make the members of labor organizations feel that their associations are useless, impotent and out of date, that they have run their course and all that kind of argument that precedes an attempt on the part of some one set to do something experimental at the sacrifice of what has been done.

The older members of the organizations have long since quit riding in every balloon that is sent up, but the younger ones are likely to listen to the "voice of reason," as it calls itself, and they think they see something, which experience has shown the older ones is not there.

While times are fair and work is not difficult to get, the experimentalists have quite a time getting enough men to start anything new, but when times are hard, work scarce and living difficult, it is easy to fill the air ship with patriots who have at last

found the right idea, that is, to hear them tell it.

Much of this tendency to follow off false teaching is the result of the changing membership. The older members are constantly passing off the scene and their places are taken by younger and less experienced ones who do not know what their predecessors had to sacrifice to secure the conditions and wages they enjoy. The young men are in the majority and their advanced age experience is too often dearly bought.

This largely could be avoided if the older members would only meet with their younger associates and advise them. The older workman is not derided when he tells the younger ones what his experience was, to the contrary we find the young man has due respect for the "wise old head," and usually will be guided by him. If the older men would give their advice and encouragement they could eliminate a great deal of imagination, conceit and misinformation that will creep into any association that is not properly guided and informed.

The JOURNAL asks the older and more experienced members of the Brotherhood to become practical missionaries for the work of the organization. Tell the story of the past and show the young member that what he has is the result of the careful work of years and let him realize that evolution, while slow, is more certain than revolution, which, while more speedy, does not insure permanent results for good.

There are influences now at work to divide the membership of the railroad organizations. The promoters do not expect to realize their ambitions for the experience of the past demonstrates its impossibility. Men cannot be driven into strange camps against their will nor can they be made to abandon their own plans of organization at the simple say so of any one. The question is too big to be settled in a minute even though the promoters of the new crusades make believe it is a simple matter. It has not been the work of a day to improve working conditions and wages. It has been the work of centuries and the interference of schemers with impractical ideas has set it back more than once.

The Brotherhood of Railroad Trainmen is not a one man association. It is a democratic organization in which every one of its 92,372 members has his voice and vote. They say what shall be done and the law, which is the result of their will, is laid down for the guidance of every officer and member alike. No man dare assume authority to say to the membership it must do anything unless the authority has first been given by the membership. It is that same membership that must protect what it has secured and it is the duty of each member to understand fully every question pertaining to his organization and its operation.

We have been successful as an organization, but like many other successful associations we have become too indifferent in some respects and overlook many things that we cannot afford to neglect. There are too many men who seem to feel that a labor organization is a one sided affair, not to be taken seriously when the rights of the employer are the consideration. It must be remembered that a business proposition is always a business proposition.

It cannot be a business organization when it wants to make an agreement and go out of business if some one else wants to break it. If an agreement is to be made with the mental reservation that it will not hold there ought to be enough honesty to say so and leave out all pretense of anything other than the "strong arm" policy.

The Brotherhood has been a business organization and what has been done has been done in such a manner that employers of other kinds of labor have readily declared their wish that employes of their own would become organized like the railroad employes, because "when they made a contract the employer knew they would keep it."

When this Brotherhood started twenty-three years ago, train men received less than \$2.00 a day and yard men were no better paid. We know that \$50.00 a month for either was big money, few received it and none expected more. In the eastern yards wages were particularly low and road men were no better off.

The Brotherhood came into being and started slowly but surely to better condi-

tions. You know what you are receiving, you know the hours you work for a day. You may not know that twenty years ago there was no time limit to the day. A trip was a day. The hours it took to make it did not count nor was overtime paid only in exceptional instances.

Working conditions now are better, wages are higher, the rights of the employes are protected against unfair practices of their employers. The social and moral influences of the Brotherhood show in a different class of men than we had twenty-three years ago. Millions of dollars have been paid to the widow and the orphan that were not paid before the Brotherhood lived and, yet, with the sum of these things before him, there is to be found the man who will say, "The Brotherhood has done nothing for me."

There is a great difference between promise and performance. The B. of R. T. has kept its promises. It has not gone into the labor movement with wild exclamations against the order of things; it has not told men "we will do certain things no one else has dared to do," but it has gone to the men and said, "The Brotherhood of Railroad Trainmen will do exactly what you say shall be done." No set of officers has gone to the men and told them, "We will upset things and if you want to be in when it comes off, join us."

There has been no "bunc" in this business. The men of the organization have been the originators of what has been done and their officers have advised, guarded and protected their interests and as a result there is no one absolute. The organization governs itself and decides its own policy. But, it must not forget to stand to that policy. It is a matter of record that the Brotherhood has done what has been done for the men in train and yard service regardless of all claims to the contrary.

It is easy for an organization, that has nothing to find fault with what another has accomplished and to attempt to build itself up on promises of doing greater things than have been done. When men listen to such talk they forget that they

will be the same men, with no greater opportunity for initiative in the other organization than they have had where they are. There is a disposition on the part of many to believe they are not needed in the work of the organization. Every member is needed if this association is to be the success we want it to be. It is not an insurance society, or a glad hand fraternal association only, but it is a combination of protective, fraternal, insurance elements that can be made the greatest organization of the kind the world has ever known, that is what it now can be rightfully called, for there is none other equal to it in point of numbers and advantages secured but we want it made better and stronger.

We cannot afford to go backward a single step. Let every member settle down to work himself. Do not wait for a Grand Lodge Officer or a deputy to do the work of increasing the membership, but you do it and with a solid membership in train and yard service the results secured will be ample compensation. It is your duty, will you not see and do it

It is to be hoped that every member of this organization will get out and work for it by asking every man who is eligible for admission to come with us. He needs the Brotherhood, we need him. He owes this organization everything he has as an employe and we want him with us as a part of the living, moving force that is necessary to the further progress of the employes of the train and yard service.

If there are any who do not understand any part of the Brotherhood they have but to ask and the information will be given them. Our business is straight out in every particular. The record we have made is not covered up. It is one of fairness and progress and in keeping with the laws of the organization. It has not suited everybody else, but it suits us. Let our brothers all become missionaries for the organization and let us stand together for what we know is right, unheeding the "voice of reason," which usually is merely a practiced appeal to prejudice and trickery.

## The United States Entertains Japan.

It again has been "hands across the sea" were victims of a riot in San Francisco, that with the hammers behind our backs. the exclusion law be wiped out and Jap This time it was the intertwined flags of coolies admitted and a few other things Japan and the United States, felicitous equivalent to this nation rolling over, play- speeches and banzais till one would believe, ing dead, jumping through the hoop and other games for the amusement of the Jap. if one did not know better, the two were to be included among the spring weddings. While we are up against the fate of the There are certain persons in the United States who make themselves believe the busybody and, maybe, deserve all we get, still this is monotonous, and the sooner the friction between Japan and this country is the people at Washington tell the Japanese government that "it can go to it" just as not to be taken seriously, there are others who join in the international hurrahs who soon as it wants to, the better. This coun- know there is nothing to it but, for the try will learn some sense and the Japs will sake of diplomatic appearances, they join in get hammered before the affair is over, and the expressions of glee and wait for the both of us will feel better. But pending big show later on. "peaceful" adjustment the decent people of

The Japanese, like all Orientals, cannot understand what international courtesy means. The United States has been the victim of its own folly and suffers the results of every other busybody who interferes in a family row. It did a great act for humanity and a bad one for itself when its President brought about a conference and a peace settlement between Russia and Japan. Both sides were perfectly willing to quit fighting for they had reached the end of their resources. After they made mutual concessions for peace they went home and announced that what they gave up was surrendered at the command of the United States. Russia was once our friend, now she has little regard for us and with good reason. During the war this nation forgot every tradition of friendship and openly sympathized with Japan. When the Japanese peace envoys went home and told their story, popular indignation showed itself by the Japs stoning Americans. In both countries we lost in popular esteem.

Now we are up against another aggravating matter. There is a party of Jap jin- goes in this country co-operating with their party in Japan. This faction has been making itself obnoxious to the Government at Washington and has been busy stirring up sentiment against the United States in Japan. It demands that the United States apologize, pay indemnity to Japanese who

The United States has entertained General Kuroki, quite properly too, as became a great representative of a great nation. Every attention and courtesy were shown him and nothing was left undone to demonstrate the national feeling of friendship for Japan. So far as this was concerned there was no occasion for criticism. It was exactly as it should have been and, is the custom between nations. It is merely spreading the "salve" of diplomacy.

But, out of this exchange of international courtesy there has come fresh demands from certain sources for the unrestricted immigration of the Japanese. The advantages, commercially, have been all retold and refurbished for the special benefit of those of us who believe the Japanese is no better now than he was before we entertained his distinguished representative. In addition the Japs have tried to make each trifling matter an international question.

No one has yet been bold enough to defend the Japanese character. The fact that outsiders are called in to manage his financial affairs is regarded as proof positive that he cannot trust himself. National evasion and Oriental cunning have characterized the diplomatic history of Japan and, to-

day, the Japanese cannot understand why, or how, this nation can welcome (without trembling) its general who defeated the Russians. It is not within the mental grasp of the Jap to understand that the United States can be courteous to him through any reason other than fear.

During the Spanish-American war the Japanese naval officers became extremely offensive to American naval officers, and after the Russian war they were decidedly "cocky," so much so that American officers commented openly on their offensive bearing and predicted that the time would come when the two navies would have to fight.

Later on, and even now, the Japanese have played a fast and loose game so far as opening up trade in Manchuria is concerned. The attitude of the Japanese in Hawaii has been, for the most of the time, positively insulting since the Japanese government showed its teeth toward the United States following the shooting of the Japanese seal poachers and the resignation of the Japanese naval cadet at Annapolis. In matters of trade and protection of patent rights, Japan has been offensively indifferent, and every American manufacturer of exports has felt called upon to refer to it.

In the Philippines the Jap has kept comparatively quiet although it has been said on more than one occasion that he believes the islands ought to be under the rule of Japan and he has done everything possible to encourage dissension among the natives and opposition to the United States.

Coming down to the San Francisco school controversy, which, as such, was magnified far beyond its due, the attitude of the Japanese has been offensive and insulting. The mere fact of Japanese attendance at school should not have been dignified as it was. It was simply an excuse to protest against Japanese insolence and to call attention to the real situation as the people of the Pacific Coast saw it, and it should have been so stated.

By way of illustration we recall one little incident which will show the feeling of the Jap. The story was told by one of our delegates at Atlanta, Georgia, to this effect: "A man had forgotten his laundry check but asked for his laundry. The Jap laundryman said it was not done but the cus-

tomers saw his goods in a box behind the counter and said so. The Jap said, 'no, you cannot have them, yours are not done.' The customer became angry and demanded his laundry and got it. He made the remark to the Jap, 'You fellows will keep on 'till you want the earth.' The Jap replied, 'Yep, everything pretty soon, even all United States be conquered by Japan.'" San Francisco has been held up to the nation as the hot bed of intolerance when Asiatic immigration was mentioned but there are several other places where the Jap laundryman could not have made that statement and got away with it. But, this is merely told to show the ideas of the Japanese toward the United States and, say what they may, the diplomats know that there is a time coming when this national feeling will have to be met in the usual way not approved by peace conferences.

But the representative of the Japanese nation has been courteously received. On the strength of it the labor crushers, mistaken philosophers and missionaries have raised a joint chorus for the unrestricted admission of our good and great friend, the Japanese coolie. The Japanese at home cannot understand that courtesy, not fear, prompted the welcome to General Kuroki and, therefore, are very much dissatisfied over the San Francisco situation. And, there you are.

The school situation has been magnified and dignified beyond apparent necessity. Before the event occurred the Bureau of Labor felt justified in setting forth the evils of Japanese attendance at the public schools of Hawaii. *The Bulletin* of the Bureau said of this matter:

"The Japanese have been careful, wherever possible, to maintain Japanese schools alongside of the public schools; and indeed it is an open question whether the result in the schools will be the Americanizing of the Oriental or the orientalizing of the schools.

"How far the swamping of the schools with Orientals will be compatible with the maintenance of an American school system and the exclusive use of the English language in the schools is a question that can be answered only by experience. But there are some indications that the same process



of displacement will occur in educational institutions that has already been observed in wage earning and mercantile pursuits, and that white pupils, at least, will be sent by their parents elsewhere than to the public schools to receive instructions. The motive for segregating pupils of such different racial and lingual antecedents extends beyond mere color prejudice.

"The American pupil brought up among children of all races and attending school in a district where the majority of his schoolmates are Japanese never acquires a mastery of his own language and speaks 'pigeon English' often with a foreign accent. His progress in all studies has to be regulated by the progress of classes composed in great part of young people whose knowledge of English is imperfect and where purely linguistic training necessarily supersedes instruction in the essentials of the sciences or the subject taught."

The Bureau, in short, believes that the Oriental will displace the American in school just as his parents have displaced the white man in occupation.

It is true that since that time we have been treated to pictures of Japanese and American children sitting together in front of the same school house, and attention is called to the fact that here, Hawaii, the school situation has been satisfactorily settled. It seems peculiar that this satisfactory settlement should have followed so soon after the San Francisco affair.

It is also asserted that regiments of trained Japanese soldiers are in Hawaii, that they drill outside the city limits of Honolulu and to overcome it the Hawaiian legislature is trying to pass a bill depriving all persons of the right to have arms in their possession.

It is admitted that in the event of war with Japan that Hawaii would be a source of weakness and danger to the United States. Better the enemy at Washington than in Hawaii, yet in the face of certain danger we have a particular set that dares to demand the unrestricted admission of the Japanese to this country and all of its possessions. This JOURNAL cannot see any justice in the objections of the Japanese of San Francisco to attend the schools provided for them. The education-

al conditions existed before the Japanese reached California and if they did not want to accept them, they did not have to. It was never up to them to make new conditions objectionable to the Californians.

We are now advised by the friends of the Asiatics that Congress can admit the Chinese, Koreans and Japanese without limit if it so desires. It is true that Congress has that power but it better not exercise it. In addition to all of the objections entertained against Asiatic workers of all kinds the economic ones are greater and affect a greater number of people directly. No one is disposed to enter into a competitive labor market filled to overflowing with the cheapest workers in the world.

We now have an arrangement whereby the Japanese cannot come to the United States from Hawaii or Canada, but is there any arrangement that prevents them coming direct from Japan? We think not. What we want is a direct law that will stop the coolie workman from Asia and we do not care from what country he comes. They all look alike to us.

It is the earning capacity and the living standard that affect the people directly and the low wages and comparatively low living standards of Asia that will come into competition with better wages and standards of living will be fought to a finish.

The wages prevailing in Japan are set forth in the *Review of Reviews* for June, thus:

"The number of laborers in the leading industries in the empire is at present approximately 400,000. In some individual factories we are told that as many as 3,000 to 5,000 persons are employed.

"The largest number is employed in the silk industry, amounting to 129,000; 113,000 work in the cotton factories; 37,000 in metal works, and 29,000 in machine shops. The great contrast between the number of factory and home workers, such as is found in Europe, is not known in Japan. Here frequently a number of small workshops are in the service of some large concern. In Kioto, *e. g.*, 4,000 small shipyards work for one firm."

Female labor plays an important part in the industrial life of Japan, perhaps greater than anywhere else. In Tokio and Osaka,

factories may be found where from seven to ten times as many women are employed as men. Legal regulations of female or child labor in factories are virtually unknown, and foreign visitors have testified that altogether too severe labor is demanded there of women and children. A law was passed, indeed, in 1902, forbidding the employment of apprentices below eleven years of age; but this does not apply to the manufactories of cotton yarn or to mines, in both of which boys of seven or eight years are frequently employed. There is, also, a law limiting the working hours per day for young laborers and women to twelve, but this permits of several exceptions and contains no regulations respecting night work. In the cotton-spinning factories the working-day consists of eleven hours at the lowest, while in many other factories women and young persons are not seldom required to work from fifteen to seventeen hours per day.

The wages for men in Japan seldom reach as high as 2 francs (38 cents) or over per day; women, as a rule, do not get as much as 1 franc (19 cents) per day, while children can earn only from 18 to 50 centimes (\$.015 to \$.095).

"In the cotton factories at Osaka the wages of the men range from 50 centimes to 1.5 francs (\$.095 to \$.285), of the women from 35 centimes to 1 franc (\$.07 to \$.19), of the children from 18 to 45 centimes. In the paper mills the wages average respectively 1.35 francs, 50 and 35 centimes. In the engine works the wages are higher and frequently amount to from 1.75 to 3 francs per day. The locomotive engineers of the state railways are the best paid, their wages amounting to from 3 to 4 francs per day. Brakemen, on the other hand, earn, as a rule, not more than 30 francs per month,

while track layers receive only 75 centimes (\$.14 $\frac{1}{4}$ )."

These rates, high for Japan, were reached only during the last twenty years of industrial expansion.

"A carpenter in 1887 earned but \$.114 per day, in 1903, \$.285; a stone cutter in the former year received \$.14; in 1903, \$.33 $\frac{1}{4}$ ; a cabinetmaker in the former year earned \$.095 per day, in the latter, \$.26; a tailor's wages for one day in 1887 were \$.085, in 1903, \$.22; the wages of cotton spinners and weavers for the same period rose, for men, from 8 cents to 17 cents, for women, from 4 cents to 9.5 cents.

"Against this rise in wages, however, must be placed, here as everywhere else, the increase in the cost of the necessities of life and in taxes. The prices of rice and wood have increased more than one-half in the last fifteen years, while those of barley, salt, sugar, tea, petroleum, and coal have almost equally increased."

There is any amount of contradictory argument offered in defense of the Japanese. But there is the record of national enmity and insolence, disregard of business rights and fairness, and belief of the Japanese that they will conquer this nation that dare not be forgotten. The crowd of short-sighted labor employers, missionaries and false teachers, who back them up on one weak pretext or another, can never form a combination that will make unrestricted immigration of the Asiatics a fact.

With all due respect for the opinions of the government, and others, who want the Jap, public opinion will not be swayed in defense of any diplomatic or philosophic demands for the admission of the Asiatic immigrant. It is a question of right living with us and not of the welfare of some other nations.

## Enforcement Of The Safety Appliance Law.

It seems a rather inopportune time for the railroad companies to object to the enforcement of the Safety Appliance Law, yet, if the statements attributed to the managers are to be taken as true there is considerable

objection to the enforcement of the Safety Appliance Act and the work of the inspectors, under the direction of the Interstate Commerce Commission, is represented to be an unwarranted interference with the

equipment of several of the railroad companies.

Interference, unwarranted or unfair, would not be tolerated for a minute by the companies and it is certain that the Interstate Commerce Commission would not permit its inspectors to impose on the railroads. They have been very careful to remain within their legal bounds. The chief objection seems to be in that the inspectors have not permitted violations to continue. We take the following from the *St. Louis Globe-Democrat*, April 13th, 1907:

CHICAGO, ILL., April 13th, 1907.—Western railroad magnates are preparing to complain to the Interstate Commerce Commission of the rigor with which the safety appliance law is enforced. It is claimed by railroad operating officials that the inspectors employed by the commission, all of whom are labor organization men, do not use any intelligence or judgment in their work. The result is, the railroad men claim, that thousands of freight cars are reported constantly out of service, and needlessly so. The railroads claim that they are in favor of all reasonable laws regarding safety in operation, and that they do not want to throw any difficulties in the way of seeing that the laws are observed.

It is claimed, however, that when the inspectors find unimportant things wrong with a car, things which do not interfere with their safe operation, and which might just as well be left for repair when the car is not needed, they arbitrarily compel the railroads to take such car out of service. One general manager said today it was unfortunate that such a commendable law as that requiring safety devices should be enforced in a manner to cripple the shipper as well as the railroads. The equipment of all roads, it is claimed, is rapidly conforming to the requirements of the law, and the enforcement of purely technical provisions during a period when the lines are bending every energy and putting forth every effort to put their equipment in strict compliance with the essential provisions of the law, while also endeavoring to eradicate a car shortage, is regarded as ill-timed.

It is also protested that the enforcement of the law should not be placed in the hands or in the control of the labor unions. At a time when there is any feeling between the unions, or any of them, and any particular railroad, it is claimed the temptation on the part of the inspectors is strong to bear down pretty hard upon the road which, they think, is offending against the brotherhoods. The railroad men believe that they have a legitimate objection to the strenuous manner in which the safety appliance law is being enforced, and in the source from which the commission secures its inspectors.

Statistics are being prepared to show the number of cars which are continually out of use, owing to the alleged arbitrary rulings of the inspectors regarding the enforcement of the law. It is

also charged that a great many of the fines which have been imposed recently have been for violations which were purely violations of technical provisions of the law, and which did not affect the safety of operation.

We are slow to believe that this statement exactly represents all of the railroads in the territory to which the story refers. There are very many of the companies earnestly attempting to conform to the law and they are insistent that all of the others do likewise. It is undoubtedly the sentiment of a few of them expressed through the publicity department of the General Manager's Association. It is not to be denied that there are a few companies still fighting the law, although it has been fourteen years since it was enacted.

To refer to persecutions and prosecutions as the work of labor organization inspectors is far fetched. The inspectors must be practical men, they must pass a special examination as to fitness and the law is before them for their direction. When it is understood that almost every capable railroad man is a member of one or another of the railroad organizations the charge of organization persecution does not count for much.

It is a great deal better for the enforcement of the law to have men in positions of inspector who are removed from political influence and who know exactly what the demands of practical application of the law mean than to have a corps of politicians who confine their work to looking up politics and dodging the results of being on the wrong side of elections.

As far as we know, and we feel fairly well advised, there has not been a single car set out by the order of an inspector. He has no authority to issue such an order, nor has the authority of a railroad to move a car, regardless of its condition, been questioned. The railroad can do as it likes, but it must accept the responsibility. The fact that, except four cases in Judge Lewis' district in Colorado, every suit filed has been won shows that the railroads did violate the law. When it is fully understood that suits have been filed in lots, as we have been informed they have, as forty against the Rock Island, eighty-eight against the Illinois Central, fifty-two against the Seaboard Air Line, sixty against the Delaware

and Hudson, eighty-five against the Missouri Pacific and Iron Mountain, forty against the Wabash and many others that could be mentioned, the far fetched complaint is better demonstrated and the cry of "technical violations" has little to it. It is supposed that the railroad companies consider as technical violations, trains with less than seventy-five per cent air, engines without driving wheel brakes, broken uncoupling chains coming direct from repair yards, chained up equipment and other like defects.

The reference to ignorant doings of inspectors is not called for and if the companies go to the Commission for redress it is to be hoped that a rigid investigation will be given every phase of the complaint. This seems to be one time when the law is enforced by government employees who know their business and who do not have to pay attention to which way election goes.

The statement that "thousands of cars are out of service because of the interference of the inspectors" is false. Every suit filed has been for minor defects that could have been repaired in a few minutes; the cars were not ordered out of service. The companies are economizing in the matter of car repairs and have not enough men to properly perform the work. A few more fines paid will bring them to a realization that there is one law that was enacted to be observed and they may as well settle down to observe it without crying over the interference of labor organizations that persecute them.

In order that there may be no misunder-

standing as to the attitude of the Commission, or the Government, we quote from an order issued to United States Attorneys, by former Attorney-General Moody, December 30th, 1904, as follows: "The Government is determined upon a strict enforcement of these statutes, which were enacted for the safety of the traveling public in general, as well as for the protection of railway employes. Therefore, any case of violation which is brought to your attention by the Interstate Commerce Commission or its inspectors, or by other parties, must be promptly and carefully investigated, and suit for the statutory penalty be instituted and earnestly pressed, if in your judgment the facts justify that course.

"You are instructed accordingly; and you are expected to be vigilant and active in the matter."

Attorney-General Bonaparte, under date of January 14th, 1907, issued an order to United States Attorneys in which he said: "It is the earnest desire of the Department vigorously to enforce these laws, and you are cautioned to exercise the greatest care so as to accomplish this purpose."

As neither former Attorney-General Moody nor Attorney-General Bonaparte are members of any railroad labor organization it will be up to the General Managers' Publicity Bureau to take a fall out of them on some other ground. The attacks against the Commission are continuous and it is to be supposed this latest one against the railroad organizations is merely to give variety to the performance, but all of it is evidence that the law amounts to something.

---

## The Deadly Wrong Must Be Corrected.

---

It is a shame and a reproach to our country that there is so much trafficking in the blood of children. Industry demands cheapness in its working forces and cheapness demands child labor for the reason that the child, usually, does not have to support others than himself, so that he, or she, can operate certain kinds of machinery

more cheaply than an adult who has others dependent on his earnings, and industry, therefore, demands the sacrifice of his life that cheapness may be the basis of operation.

We feel that we are doing all we can to secure legislation that will effectually do away with the labor of children, but we

have only commenced the campaign. We overlook one very important fact in our legislative endeavors and that is if the child who is part family bread winner is to be deprived of his earning capacity we must devise some means whereby his loss of earnings can be made good to the family to whose support he in part contributes. Every child at work is either wholly, or in part, self supporting. The majority of them are contributors to the family purse and family living. Child competition has cheapened the labor of the adults in competitive occupations so that it takes the combined wages of the family in certain employments to pay for a decent living. If law declares that the child cannot work under a certain specified age, say sixteen, and the parents are deprived of the earnings of the child prior to reaching that age, there must be an increase in the earning capacity of the adult bread winner or the law will be broken by force of circumstances. There will be lack of food, clothes and other advantages anticipated by the reform laws. Parents and children will lie about their ages and it is not untrue to say they now misstate when seeking employment. Certain parents want their children to work, not so much because they need the money but because they do not appreciate the advantages of having the child educated and healthy. Their argument is that they went to work and so can their children. So, they lie about their ages and put them to work.

We are as much in earnest about the question of legislation and its correction of the great wrong as we are in earnest over reforms generally. The entire matter could be settled easily if the consumers of all products were careful to see to it that what they bought was made from start to finish under fair conditions.

We take the finished product and let it settle the entire question of its productive fairness. We purchase garments, or anything else, that are sold with the assurance they were made under fair working conditions, but how many of us ever think to go back of the final act of production to ascertain if the material was made under fair conditions or whether it came from looms

operated by little children of seven and upward? The label on a finished product makes the whole product clean, but is this the right way to secure the abolition of child labor? Why not go back to the raw material stage and follow it through its several successive changes necessary to production? It might be said that it would be a long and devious way, but who will say that it would not be the right way?

Mrs. Florence Kelley, one time State Factory Inspector for Illinois, and always interested in corrective legislation for the protection of women and children recently wrote for *Collier's* as follows:

"From 1893 to 1897, as Chief Inspector of Factories of Illinois, I enforced the child-labor law with all the rigor of which its then feeble provisions were capable. Violators were prosecuted as they had never been prosecuted before in any state. Then the office was given by Governor Tanner to a voter who had been twenty-seven years on the payroll of the most persistent, defiant violator of the child-labor law in the state, the Illinois Glass Company at Alton—to Mr. Louis Arrington. There were no prosecutions during his term of office. So much for my attempts at 'systematic factory inspection.'"

"As Secretary of the National Consumers' League, it is my duty to 'exterminate child slavery' to the extent of promoting enforcement of child-labor laws, educating and organizing the conscience and intelligence of the shopping public. •Members of the League prefer to buy goods *not* implicating the labor of children, and as to the product of stitching-factories we can exercise choice within the limits of the list of sixty who welcome our inspection. But what of the material stitched? How can we know whether a given bolt of shirting or sheeting is made in the Northern mill of a New England corporation under the 6 p. m. closing law of Massachusetts, with the help of children who are fifteen years old, and able to read and write English, or in the Southern mill of the same corporation under the law of South Carolina with no closing hour, no factory inspection, no requirement that a working child need even be able to write her own name?"

"We cannot discriminate effectively on any large scale in favor of manufacturers who employ no children, until we can get adequate, trustworthy information as to the sources of our supply. The latest United States census figures on child labor were seven years old, obsolete, and utterly misleading before they were made public in January, 1907. With the honorable exception of New York and Massachusetts, the reports of the State bureaus of labor statistics on child labor are a disgrace to the country. So incomplete, discontinuous, often actually incoherent are they that we are filled with shame when foreign correspondents write asking for them.

"We can not by our own efforts supply ourselves with this needful information on any comprehensive scale. Club women and members of Consumers' Leagues do not commonly live in cotton-mill villages in the South, mining districts of Pennsylvania, or glass working towns of southern New Jersey, Delaware, Maryland, West Virginia, and the southern counties of Ohio, Indiana, and Illinois, along the Ohio River bank. Glass-manufacturing towns are not always agreeable dwelling-places. When they are, it often happens that access to the works is not obtainable. Thus, at Alton (after I ceased to be chief inspector), the only woman who ever acquired a comprehensive acquaintance with the interior of the glass-works was Dr. Cornelia De Bey, who scaled the stockade in the dead of night, so alarming the night watchman that he fled, giving no signal to announce the forbidden presence of a female visitor. This could hardly be done 'systematically.'

"Yet without knowledge, official or unofficial, *how* can we enforce the laws by discrimination in favor of goods made under legal conditions, without children's labor?

"Year after year we get child-labor bills introduced—twenty-three legislatures have been considering child-labor laws in 1907. When our bills are enacted and take children out of mills and mines, they are commonly annulled by the courts, as in the

case of the very valuable Pennsylvania law last year. Or, they may be repealed by the legislature, as in the case of the New Jersey law, in 1903, which had for eleven years forbidden the employment of children (except in glass-works, canneries, and fruit-preserving) after six o'clock on five nights of the week, and after noon on Saturday.

"The admirable Ohio law, which forbids the employment of boys under sixteen and girls under eighteen years old after 7 p. m. in any gainful occupation, is now being tested as to its constitutionality. With the example of Pennsylvania before us, we are not justified in a sanguine view of its chance of being sustained by the courts of Ohio.

"No women voted for the election of those judges in Pennsylvania or Ohio, or for those legislators in New Jersey. We neither make laws nor are we permitted the responsibility of enforcing them officially. We do not elect the gentlemen who make them, or those who annul them, neither yet those who, as inspectors, so commonly defeat the intent of the statutes by non-enforcement.

"For 'exterminating child labor' we do what, under our disabilities of withheld power and withheld knowledge, we can do. We keep the subject interminably up! We use to the uttermost the slow and weary method of infinite persuasion. This we shall continue to do until the children of this nation are transferred from workplace, to school, and the shame is removed from us that we are the only great nation with a half million illiterate native children—we and Russia!

"Meanwhile, we make no boast that we can do in advance of its enactment what we trust that Senator Beveridge's bill may make easier after its enactment; assure to the toiling children of the great child-labor states—Alabama and Pennsylvania—the same right to life, liberty, and the pursuit of happiness which is now assured to children of the same ages in Illinois, Ohio and Oregon."

## Millions To Fight Labor Organization.

The National Association of Manufacturers, keyed up to the point of frenzy at their last meeting, decided to appoint a committee of thirty-six to raise a fund of a million and a half for the purpose of fighting strikes. This money, be it understood, is not a corruption fund, but it is to be used for the purpose of educating the public to what the unions really are.

This is a new idea if carried out, but unfortunately it will not be carried out. Not that the JOURNAL charges the Association with bad faith, but its notions of public education by the use of printed matter will never cost a million and a half and if that amount is wasted, and wasted it will be if spent for printing, for the replies that can be made will set the public against the Association to the extent that it will not again rush into print in a hurry to present its side of the labor question.

All associations of employers are very much alike. Here and there is to be found one employer who has advanced out of the rut far enough to see things differently and who dares say so, but it will be noticed that he is not elected to office in his association. The majority of employers, when they get together, feed on each others' bitterness against labor organizations until they are ready to declare for anything that can be used against them.

One great trouble with the average employer is that he is not willing to consider the employment of labor as he does any other business proposition. Because an employe dares to fix his wages and perhaps his production, the employer raves and calls names, and demands protection against "the rapacity of labor unions that are arbitrary and propose to take his business management away from him." He dwells heavily on the demand of the union for the same pay for the good and the poor workman; he asserts that the union interferes with the output; that the leaders are agitators whose jobs depend on the amount of trouble they can make, and other like assertions that will not be proved on investigation.

But take this same raving employer in another business proposition and note the difference. He is all courtesy. The market prices and market conditions are the basis of his dealings up to the point where the trusts come into the calculation and then he is the soul of submission. Restriction of output is another matter then; the gentlemen's agreement among the big fellows is an admirable thing for his guidance, or he makes believe it is. He accepts it all as a matter of business and stands for it.

The labor organization will welcome a campaign of education regardless of who is back of it. If the Manufacturers' Association does not tell the truth there surely are enough labor organization publications in this country to make them tell it. Each trade has its own official publication and each publication ought to be ready, willing and anxious to meet every charge against it.

It is not to be inferred that the organizations are blameless or flawless, for we know they are not. Organizations have made mistakes. There have been failures, but these are not arguments against unionism any more than a charge of failure, or dishonesty, against an insurance corporation, a bank or a business of any kind could be called an argument against all business. About three-fourths of the insurance ventures in this country have gone down, yet insurance is not a failure. The United States Steel Company stands charged with the wrecks and loss of life and limb because it has not delivered a good product to the railroads, but it is not threatened with a campaign of education on the part of the Manufacturers' Association.

The fact is that when trade unions and labor organizations of all kinds are compared with business concerns it will be found that their affairs are as honestly and capably managed as the other business concerns and, much more cheaply.

The entire stock argument against the unions is therefore summed up in the

truth that they will fight for what they feel is theirs by right. They have incurred the enmity of certain of their employers who have declared so often against the arbitrary position of the organizations, their absolute tyranny, their subjection to the walking delegate and their irresponsibility that the most of them believe it. So they feel they ought to fight the union blindly, and on the blunderbuss plan, rather than try to get together with the men and work out a plan of common purpose and common advantage.

The charge is made that union leaders are tyrannical. The truth is that the majority of unions are very democratic. The men are the controlling power back of their representatives. Every power is vested in the membership and it is back of every action taken. There are times when the employe may say that he has been ordered to strike, but he ought to qualify his statement by adding that the power to order was conferred by a vote of his organization. Employes do not always tell their employers when they vote to strike. The instances are rare, however, where the representative dares to call the men out unless the men have given him the power to do so by a majority vote. In every union the minority is governed by a well balanced majority.

The employer sometimes refers to this minority as having lost its independence and as being held by the autocratic will of the majority. The loss of independence is exactly in the same ratio that each citizen of this nation loses his independence when he subscribes to its form of government. If he did not accept equal rights and privileges he would have fewer than he has and every intelligent person knows it.

The agitators in labor organizations are seldom to be found among the officers. There was a time when the hot head and blatant orator found a place in the front, but not now. The representative is usually the most conservative man of the entire number and he is selected because the men feel he will not rush them into unnecessary trouble.

The labor representative became necessary because so many employers insisted

on meeting their own employes and then when they did frequently discharged the committeemen for daring to come to them and they thus intimidated the rest. The representative who does not depend on the employer for his wages does not fear personal results and he is much more effective than one could be who felt that he would be singled out for dismissal. The "walking delegate" has been misrepresented. He does organize and endeavor to spread the influence of his organization, both perfectly legitimate efforts. What else he does he does because his men have decided they want him to do it.

So far as strikes go labor organizations want none of them, but they do engage in them because it is their only way of forcing a settlement regulating their wages and working conditions when the employer will not meet them. This does not mean that every strike is the result of uncompromising demand made by the men. They usually are ready to compromise, but when the employer refuses there is nothing left for the men but to strike or give in.

A strike by no means is the off hand proposition it is so often represented to be. The new unions sometimes make the mistake of rushing a question, but they do not fall into the habit. A strike is a very serious matter, carefully considered from every point of view and only undertaken with the approval of the general organization. The notion that labor organizations like to strike for the fun of it has lost ground in late years. The public knows there is nothing to it.

The man who is out of work is in the same position as the man out on strike. He knows what it means to suffer and to see his family suffer. It is foolish to say that men welcome suffering.

It is also charged that unions lower efficiency, interfere with personal rights, restrict output, restrict apprenticeship, interfere with the right of the employer to employ whom he will and to pay what wages he will. On the surface these statements may appear to have some truth and fairness, but when we get to the underlying causes for the statements we can readily understand the injustice of the entire indictment. There are cases of labor or-



ganization unfairness but at that it usually is a matter of self defense with them, and if they did not insist on what is regarded as unfair the employer would practice greater unfairness on his employees.

The interference by labor unions with the personal right of the employe is a question that has been greatly exaggerated. The man outside of the union has no personal rights the employer pretends to respect. In the organization he is bound by the will of the majority and he loses his personal freedom just as all of us lose our personal freedom when we agree to be governed by one set of laws. We all appreciate the needs of a common government and consider we have strengthened our degree of personal liberty by agreeing to share the same government. We surrender the liberty we receive in both government and labor organization, that is, we have no more nor no less than all of the others.

The employers assert that wages are made equal by the union for the good and poor workman. This is not so. There is a minimum wage fixed for the employes, but there is no rule to hinder the employer from rewarding the better workman with higher pay if he wants to do so. If the man is not worth the minimum wage he need not be employed. If he is worth more the employer can easily pay him more. The minimum wage rate was fixed to protect the better class workman and not altogether for the protection of the inferior workman. It is a rule that tries to keep the inferior workman from entering competition at half wages that finally would mean the standard wage unless there was the minimum wage rate to protect the superior workman.

Against these facts the employers offer the mistakes of the organizations and in truth, certain injustices. But they do not make specific mention of special causes for complaint. They take one special instance and from it base their judgment on the entire field of operation, which is unfair and they know it. Organizations have made mistakes, so have their employers. Both will make more and if this proposed program of the Manufacturers' Association is carried out there will be still greater

errors to be charged to the employers. The labor organizations would welcome a campaign of fair publicity and they will meet anything the Manufacturers can offer the public. The general trend of sentiment is not so much with the employers as it once was and a labor "Assassination Society" will not get far with its work without challenge.

The public press has sounded a note of warning against the proposed war against the unions. The *New York Sun* alone approves, and this ought to give a black eye to the movement, for whatever of this character the *Sun* approves can be accepted as entirely wrong in principle and practice.

The *Wall Street Journal* declared for co-operation between the employer and the employe. It said:

"Organized labor is here to stay, just as organized capital is. Both are proper within certain limitations. The abuse of organization is as mad on the part of labor as it is on the part of capital. Boycotts are as wrong as rebates or any other method of unfair competition. The thing to do is for organized capital and organized labor to get together on a program of conciliation, and not to make war upon each other."

The *Washington Times* agreed and referred to the war the railway managers made on the railway organizations thirty years ago. It said:

"The railroad managers solved the problem of their relations with the unions by recognizing them, dealing with them as organizations, making them responsible, encouraging them to place their strongest, ablest, most skilful men in charge of their business. Today there is no complaint by the railroads against labor organization. Strikes are almost unknown, the men are satisfied, and the corporations feel a security that was unknown to them until they had recognized their employes as intelligent, well-intentioned people, who enjoyed the same right to organize that the government has conferred upon corporations.

"The assumption that the right and privilege of organization and co-operation are to be reserved for the benefit of a small minority of the community, while they are to be denied to the majority, will never

prevail in this country. It might obtain in Russia for a while, but not even there permanently."

The New York *Times* holds that it is a starting a war of the classes, disastrous to everybody. It hoots at the pretended campaign of education and said:

"How can the Manufacturers' Association, by the use of its funds, hope to inform the public about union methods better than they are kept informed by the newspaper press? There is no necessity to raise or to spend a million and a half dollars, or even one dollar, for 'a campaign of education' upon labor-union methods.

"The Federation of Labor Unions naturally suggests a Federation of Employers. If that policy were carried out there would be no little danger that the analogy of the vicious 'sympathy strike' might be followed. It would not be consistent, nor would it be sensible, to resort to methods that have been so unsparingly condemned by employers. There are bad unions just as there are bad corporations, and the good must inevitably suffer from the wickedness of the bad. The mere raising of a fund will not put a stop to the abuses of the boycott, the causeless strike, and the violence of 'entertainment committees,' nor will it check the spirit of unreason that possesses so many labor agitators. We know of no better cure for these evils than public opinion, the sense of fairness and justice, that pervades average humanity. Its working is often discouragingly slow, but it is sure to be reasonably effective."

Some of the press believe the relations between the two parties are susceptible of improvement. We agree with them and if the educational campaign will only tell the truth from both sides, we will welcome

it. If it is a campaign of abuse, we will meet it. The New York *Globe* fairly well represents the conservative idea that looks for some possible improvement. In part it said:

"In concrete cases the black-list, the boycott, the limitation of apprentices, the open shop, may mean real and serious wrongs. In such cases the associations of manufacturers are entitled to publish and denounce them. In other cases these practices may be entirely defensible and desirable—viewed from a standpoint of broad social good. The courts have taught us discrimination. At first they condemned strikes utterly—strikes were not lawful in England until 1824. Then they gradually legalized them. And so with boycotts—the passive boycott, and even in some cases the active boycott, they upheld where social progress has seemed to warrant it. . . . In such cases a campaign of education by capitalists or unions, or whosoever really appreciates the situation, is praiseworthy."

This JOURNAL is perhaps going a little out of the course that it might hold and avoid censure from the friends of the employers. But this is a labor question, while not directed against the Brotherhoods, or the railway organizations in the train, yard and engine service, it affects all of us alike. It is the question of principle and organization protection that must be considered, for what affects one of the unions that is doing right, affects all of us. There is no feeling that we are better than the other organizations, nor is there disposition to feel we ought to hold aloof from the controversy because we might not be directly concerned as an organization. It is a fight against labor organization and we believe in the main that the organizations subject to attack are properly managed and we, therefore, regard their fight as our fight.



## The Living Problem Of The New Comer.

There is an old saying to the effect that "one half of the world does not know how the other half lives" to which might be added, if it did it would be scared to death at the risks it takes from the other half. If the possible dangers of infection, contagion and death could be understood it would be better for the health, wealth and morals of the world.

There is so little known of how the "other half" lives that investigation would surely bring remedy. No one cares to invite contagion, infection and death, yet in the housing problem of every large city all of these dangers are overlooked with the result that periodical outbreaks of disease are common and unpreventable so long as conditions are allowed to go unchecked.

Every city has its poor quarters in which sanitary conditions are unknown. The dangerous practices to health that make the old world cities centers of disease are carried on here regardless of sanitary, building code and inspection laws.

It is the common practice for foreigners to crowd together in a quarter selected by themselves and from which they keep all others. It is a dangerous practice, that of establishing centers of population to which persons of one particular nation are confined, for there is no opportunity for them to get away from the unhealthy practices common to them in the land of their birth and it is a fact that the poorer people of the old world are notoriously dirty and subject to diseases.

The immigration question is not one of numbers alone. If it were it would not necessarily be a serious problem. It is one of assimilation, of teaching the lower classes the necessity for a better standard of living which is impossible as long as the new comers are herded together without opportunity to know of the better standards. When people can live on a crust, or the refuse of the garbage can, are content to sleep in vermin infested huts and work unlimited hours per day for low wages, they are dangerous to our wage standards and all that go with them. This great question

of wage competition, coupled with the absolute necessity for assimilation, is the basis of all of our immigration evils and unless we exercise determined effort to make the new comers live as human beings ought to live, the entire American people will pay the penalty for neglect to enforce proper living conditions.

We have no particular objection to the immigrant because he is an immigrant, but we do object to the kind of an immigrant he is. We want him to live like a human being and not like an animal. Truth to tell there are few animals that would, or could, live as some of these new comers are satisfied to live.

Like many other great questions with us, the one of proper living has become too much mixed up in politics. Municipal politicians do not care to enforce seemingly harsh measures for fear of offending the foreign vote, and in addition thereto many of the aforesaid office holders might be caught in the drag net of municipal reform.

Another matter that ought to be the subject of careful investigation is the manufacture of every product that is offered for consumption. In the underground bakeries and other shops preparing foods for sale there is too much carelessness and lack of sanitary precaution. Too much care cannot be given to the preparation of what we eat and yet how little do we know of most of it. The cheaper it is the worse it is, which may be natural but it is decidedly unhealthy.

When candy makers, living a dozen in a room, have to chase the kittens out of the kettle before they can get to work it is time to put them out of business. When the banana peddler takes the fruit to bed with him to make it ripen quickly it is time that he is put on the stone pile. When the mill and factory workers use their beds in relays, that is, occupy the bed by turns, night and day, it is time for the authorities to shut off the practice, and when foreign workers eat, sleep and die in the same room it is time that common decency and regard for the American workman and his standard of

living come to the rescue and spread those people out over more space.

It is not the American workman who encourages these practices, but it is the American employer. What is the result? Today there are cities, where this low class population abounds, that have to feed the children before they can go to school; free medicines are provided; free dentists and oculists look after teeth and eyes and free dispensaries must be maintained by the municipality or charity to care for them and their parents. They cannot make enough to care for themselves and if they could they would not spend their money, as it appears to them, foolishly.

The writer would not have these free institutions withheld because they are necessary, but if proper wages were paid and

proper living conditions were enforced they would not be needed. But we permit these standards, lax morals and a poor system of life generally, and in company with them we have free medicines, free dentists, free food and free everything to keep body and soul together and in keeping with it all we have cheap wages and living for the man who wants something better.

Let us put these things where they belong. Dynamite the hovel and build the sanitary home. It will cost more rent but that will create a demand for better wages. All things will break evenly so far as rents and wages go and better health, morals, living and physical conditions will come to everybody through assimilation that will assimilate. If the new comers will not live decently and close to American standards, then let us make them.

## Evidence Given To Coroners' Juries Not To Be Used In Court Cases In Canada.

The Canadian Government has commenced the criminal prosecution of railway employes who are responsible for wrecks, and particular energy has been directed against employes responsible for wrecks that resulted in the loss of life and limb.

In testifying before the coroner's jury, the railway employe has, heretofore, done so at the risk of having his own testimony used against him when the case came to trial.

It should be understood by all of our Canadian members, that if at the time of giving testimony to the coroner's jury, they ask the protection of the court, so that in case there is a trial later, they cannot have the evidence used against them, there will not be like incriminating testimony that has been used against other employes in cases that have already been tried.

Section 5, of what is known as the "criminal code" has been amended, so that the witness before the coroner's jury is protected during trial if his evidence has incriminated him. The section as amended reads as follows:

(1) "No witness shall be excused from

answering any question, upon the ground that the answer to such question may tend to criminate him, or may tend to establish his liability to a civil proceeding at the instance of the Crown, or of any other person."

(2) "If, with respect to any question, a witness objects to answer on the ground that his answer may tend to criminate him, or may tend to establish his liability to a civil proceeding at the instance of the Crown, or of any person, and if but for this act or the act of any Provincial Legislature, the witness would, therefore, have been excused from answering such question, then, although the witness is by reason of this act, or by reason of such Provincial act, compelled to answer, the answer so given shall not be used or receivable in evidence against him in any criminal trial, or other criminal proceedings against him, thereafter taking place, other than a prosecution for perjury in the giving of such evidence."

Under the section, therefore, the evidence given by a railway employe at the inquest of a victim of a railway disaster, will not

be used against him at the trial if criminal proceedings are afterward taken against him if he states at the coroner's inquest that he objects to giving evidence on the ground that it will tend to render him liable to a criminal prosecution. While he would still be compelled to answer these questions and give his evidence, this evidence cannot be used against him in any criminal proceedings afterward preferred.

It will, therefore, be noted that the employes are compelled to give evidence against themselves when testifying before a coroner's jury, but they can protect themselves against that evidence by saying before the coroner's jury that they are asking the protection of the court in so giving it.

This means, if they are then directed to give their evidence, it cannot be used against them. If they do so without claiming the protection of the court, then the evidence so given can afterward be used against them. Therefore, a witness giving evidence at a coroners' inquest should be

very careful to note that his objection to giving evidence clearly appears on the record of the proceedings at the inquest, as it might be necessary afterward to show that this protection had been asked for.

Our Canadian members will please note the law, and their rights under it. The Government very clearly intends to prosecute railway employes who are responsible for the death of railway employes and passengers as a result of railway wrecks.

This protection thrown about the employes who are compelled to give their evidence at a coroner's inquest will be of considerable value to those employes who may be tried for the deaths in question. It appears that previous decisions by the courts were made on the evidence given at a coroner's inquest, which, if the protection of the court had been asked, would not have been brought against the employe as direct evidence at the time the case was brought to trial.

---

## Railroads Ought To Be Held For Accidents.

The railway passenger has a legal right to recover for injuries received while riding or being on, in or about the property of a transportation company. An employe of that same company cannot recover for injuries received at the same time from the same cause and in a like manner, for the sole reason that he is an employe, has assumed certain risks incident to his occupation, and therefore, can be killed off or injured and not receive a cent from the employer who was responsible for his injuries. This applies to all but very few states. There are exceptions, but even when the right of the employe to recover is allowed, he is not recompensed in the same proportion as the passenger.

The Liability Law purposes to assist the employe to recover to the extent of the responsibility of his employer as compared with his own and when his own negligence is not greater than that of his employer. This law is now waiting for its

life on a coming decision from the United States Supreme Court.

If the decision is favorable the law will serve to prevent certain inferior court rulings based on employers' insurance contracts from being repeated.

The President of the United States recently said in a public address: "If it is proper for the Federal Courts to issue injunctions in behalf of railroads, it is proper that railroads should be held to a strict liability for accidents occurring to their employes. There should be the plainest and most unequivocal additional statement, by enactment of Congress, to the effect that railroad employes are entitled to receive damages for any accident that comes to them as an incident of the performance of their duties, and the law should be such that it will be impossible for the railroads successfully to fight it without thereby forfeiting all right to the protection of the Federal Government under any circumstances."

# NOTES

WILL Jesse Mankin please send his address to F. W. Ives, Emporia, Kas., Secretary No. 53.

WANTED.—The address of H. Sloniker; last heard of on the Soo road. Notify Financier Lodge No. 176.

WANTED.—To know the address of A. C. Avery, a member of Lodge No. 40. Address L. F. Avery, Sidney, N. Y.

ANYONE knowing the whereabouts of John McKay please have him write to G. H. T., 512 West 17th street, Cheyenne, Wyo.

WANTED.—To know the whereabouts of Frank Sheridan. Address his sister, Mrs. E. Irish, No. 618 Washington street, Joliet, Ill.

WANTED.—To know the whereabouts of W. P. Lawson, formerly a member of No. 138. Last heard from at Winnemucca, Nev. Address, Secretary No. 138.

WANTED.—To know the whereabouts of E. T. Glenn. Last heard from at Corpus Christi, Tex. Address, J. B. Taylor, No. 208 Bowie street, Marshall, Tex.

WANTED.—To know the address of D. Cull. Last heard of twelve years ago. Was formerly a conductor, running into Tacoma, Wash. Address, P. E. Cull, Portage City, Wis.

WANTED.—To know the whereabouts of Brother N. L. Smith, a member of Lodge No. 261, who left home three months ago. Address T. J. Shackleiter, No. 1329 Nordyke avenue., Indianapolis, Ind.

DISAPPEARED.—J. F. Driscoll deserted his wife and family August, 1906. Any information concerning him will be very much appreciated by Mrs. Libbie Driscoll, No. 685 15th street, Milwaukee, Wis.

WANTED.—To know the whereabouts of H. K. Williams, operator and trainman, formerly of Kidder, Mo. Have important mail for him. Address, L. O. Williams, No. 1105 Chapman street, Houston, Tex.

WANTED.—To know the whereabouts of O. A. Callahan, of Lodge No. 750. Last heard from at Chicago in September, 1906. His mother is very anxious to hear from him. Address, Mrs. S. E. Keegan, Box 335, Jersey Shore, Pa.

DISAPPEARED.—J. H. Minor left home at Weedsport, N. Y., in April of this year, and has not been heard from since. His wife is very anxious to locate him. He was a former member of Lodge No. 300. Address Mrs. J. H. Minor, Weedsport, N. Y.

WANTED.—To know the address of J. J. Brown. Last heard from at Pasco, Wash., braking on the N. P. R. R. His wife is seriously ill at the home of her parents, and there is little hope for her recovery. Address G. H. Canston, M. D., Box 107, Dietz, Wyo.

DISAPPEARED.—J. R. Barkley, a member of Lodge No. 321, has been missing for about eighteen months. Last heard from at Sterling, Col. His wife is very anxious to hear from him, and any information can be sent to her at No. 68 Frankstown avenue, Pittsburg, Pa., East End.

McCOMB, Miss.—Each member, on joining, promises to give his brethren his moral support. I am of the opinion that this promise is very often forgotten, so that it becomes a "dead letter." I think it the duty of each of us to give our moral support to all of our brethren. If the Brotherhood does not bring us together, I cannot understand what will.

J. W. WALLACE,  
Lodge No. 264.

PROVIDENCE, R. I.—Lodge No. 390 has excellent prospects for this year and is getting along splendidly, initiating candidates at almost every meeting. Lodge No. 390 will meet the first Sunday at 10:30 a. m. and the third Thursday at 7:30 p. m. At the close of the initiation ceremony light refreshments will be served by the committee and all brothers who can be with us are invited to be present.

F. E. WARE,  
Lodge No. 390.

ALLEGHENY, PA.—Lodge No. 465 is getting members right along, and the division on which it is located is almost solid B. R. T. There are a very few who are yet outside the Order, but they will come along in due time. We have a good set of officers, and fairly good attendance at our meetings.

If all of our members would assist us it would be a great deal better, but, taken altogether, we feel that we are very well off.

J. C. ARMSTRONG.

HAMILTON CARHARTT AGAIN.—We are pleased to welcome to our pages the advertisement of our old friend, Hamilton Carhartt, who is a pioneer in the manufacture of Union Made Clothing and in the advertising of same. He has placed his factory upon the eight-hour basis at a considerable loss and sacrifice, but he is always in the vanguard in sharing his great prosperity with his employees, and hence maintains strictly the motto of his concern, "A Profit Sharing Corporation." His two-page advertisement will be found in our advertising pages.

#### TRAINMEN'S DAY.

Thursday, July 18th, Lodges No. 106 and No. 225 will hold a picnic at Coney Island, Pittsburg, Pa. There will be a number of athletic events, and the entertainment, generally, offers the opportunity to spend a pleasant day with the members of these two lodges.

The first boat leaves Market and Water streets, Pittsburg, at 9:30 a. m. Boats will leave every hour thereafter during the day.

Everybody is invited, and a general good time is assured.

DISAPPEARED.—Following is the description of Brother J. P. Kreisher of Lodge No. 54, lost in Chicago since Friday evening, May 31st: Was 48 years of age, 6 feet tall, weighs 245 pounds, light hair, sandy mustache, blue eyes, scar on right side of nose. When last seen had on brown small striped suit of clothes with a T tear in right leg trousers. Had on a black soft hat and carried a small telescope grip. Please notify all lodges in Chicago and western country, as it is thought he might be demented on account of accident received some time ago, and is wandering about.

Yours in B. L.,

W. A. BRADY.

To discuss the important and far-reaching question, "How may women's unions best be strengthened," the National Women's Trade Union League has issued a call for large meetings to be held simultaneously in New York, Boston and Chicago on the afternoon of Sunday, July 14th. Each state league has charge of the invitations in its own and the adjoining states.

The Illinois delegates will meet at Hull House. Invitations have been sent out to women's trades unions throughout Illinois, and in such important industrial centers as Cleveland, Toledo, Columbus, St. Louis, Indianapolis, Logansport, Detroit, Milwaukee, St. Paul and Minneapolis.

ALICE HENRY.

WHEELING, W. VA.—Lodge No. 110 is growing very fast and all of the timber in the city, except six, are now with us and they are under way.

We have a good lot of members who are found at their post when meeting night comes round. We have a little side issue here that ought to bring all of our members to each meeting. It is the most laughable side degree I ever saw, and is known as the Ancient Order Adhesive Mogullians.

The ritual has about forty-five pages of good clean sport and one application of it is a sure cure for the "blues." There may be some on whom this degree would have no effect, but they must certainly be "dead."

Any information concerning this degree will be furnished by George St. Myers, Financier Lodge No. 110.

• • •

#### Business Subscribers Received For June

Under this head the JOURNAL will print once the name, business and business address of each business firm, or, of each person in business for himself, or, representing a business firm as its agent who subscribes for one year. The idea is to inform our readers who among their businessmen have subscribed and to recommend to them the fairness of giving their patronage to those who have patronized the JOURNAL.

##### ONTARIO.

Received from T. J. Curran, Lodge No. 255:

TORONTO JCT., ONT.

H. W. West, Cartage Agency, Dundas, W.

H. N. Morrison, Tailor, Dundas, W.

W. A. Miner, Barber, Dundas, W.

TORONTO.

J. J. Doyle, British Hotel, corner King and Simcoe.

Received from F. E. Ware, Lodge No. 390:

NEW YORK CITY.

S. Pontello, Hair Cutter, 762 3rd avenue.

PROVIDENCE, R. I.

Dr. Pett, 147 Chestnut.

F. A. Simmons, Watch Repairer, 39 Dorrance.

E. T. Arnold, Watch Repairer, 37 Dorrance.

PENNSYLVANIA.

Received from E. E. Miller, Lodge No. 42:

HARRISBURG.

Altrick & Metzger, Bakers, 217 Broad.

M. G. Cocklin, Pianos and Stationery, 1204 N. 3rd.

Harrisburg Burial Case Co., 10th, below Market.

A. L. Cooper, Cigars and Pool, 13th and Derry.

Geo. Collins, Cigars and Pool, 1323 Market.

J. E. Gipple, Real Estate and Fire Insurance, 13th and Walnut.

Dr. G. W. Hartman, 1207 N. 3rd.

Gordon Mfg. Co., Rubber Collars and Cuffs, Walnut and P. R. R.

Jos. Fornwald, Carpets and Oil Cloth, 1405 N. 6th.

##### YORK.

Lehmayer & Bro., Clothiers and Furnishings, 9-11 E. Market.

Weaver Organ & Piano Co.

WEST FAIRVIEW.

M. S. Foreman, Proprietor West Fairview Inn.

F. J. Shaul, Furniture and House Furnishings.

NEW CUMBERLAND.

Buttorff & Kline, Furniture and Carpets.

NEW YORK.

BUFFALO.

Received from A. A. Van Houten, Lodge No. 187:

Leo Tabor, Merchant Tailor, 479 Main.

Denison & Heinke, Restaurant and Buffet, 475 Main.

The Buffalo Natural Gas Co., Rooms 7-8, Coal and Iron Exchange.

John W. Ashley, The Bank, Wholesale Liquor Store, Coal and Iron Exchange.

#### PHILADELPHIA, PA.

Received from C. Mahoney, Lodge No. 587:  
F. J. Eaustace, Plumber, 810 Belmont ave., W.  
The Frank Burns Cake & Biscuit Co., 118-120 N. 22nd street.

#### ATLANTA, GA.

Received from R. E. Bransford, Lodge No. 802:  
J. Cohen, Cafe, 15 W. Mitchell street.  
The Columbia Book Co., 81-83 Whitehall.  
H. M. Patterson, Funeral Director, 96 N. Forsyth.

L. B. Folsom, Hotel and Restaurant, 22 Marietta street.

Ben Rosenthal, Palace and Crystal Palace, 5 W. Mitchell street.

Dr. E. G. Griffin, Gate City Dental Rooms, 24½ Whitehall.

Tennessee Liquor Co., 51 S. Broad.  
Barclay & Brandon, Undertakers, 101 Marietta.  
Sig. Samuels, Saloon, 33 W. Mitchell.  
John M. Miller, Bookseller, 89 Marietta.  
E. H. Carroll & Co., Wholesale Liquor, 16 Marietta street.

Hotel Aragon.  
Excelsior Steam Laundry, 40-42 Wall.  
S. B. Turman, Real Estate and Loans, 16 S. Broad.

M. Shurman, Retail Liquor Dealer, 46 Wall.  
R. E. Sharp, Union Cigars, 70 Peachtree.  
J. K. Orr, Wholesale Shoes Co., 30-32 Auburn.  
R. O. Campbell Coal Co., Gould Building.  
Adamson & Son, Groceries, 302 Decatur street.  
Capital City Laundry, 128 Whitehall.  
Smith & Higgins, 254 Peter.  
J. T. McCollough & Son, Saloon, 155 Peter.  
Randall Bros., Coal, Wood and Lumber, Peters Building.

Guthman Steam Laundry, 212-14-16 Whitehall.  
Abbott Furniture Co., 241 Marietta street.  
Snipes & Co., 260 Marietta street.  
A. J. Martin, Hardware, 246-248 Marietta st.  
Jos. Sharp, Drug Store, 231 Marietta street.  
O. H. Stames, Groceries, 245 Marietta street.  
A. S. Taylor, Department Store, 240 Marietta.  
Chas. S. Kingsbery, Jr., Gents' Furnishing Goods, 222 Marietta street.

Al. Bronk, Wines and Liquors, 43 S. Pryor.  
L. W. Roger, Groceries, 34 Garnett.  
P. A. Lynch, Wines and Liquors, 95 Whitehall.  
Kelley Bros., Wholesale Grocery, 87-89 Peter.  
F. M. Stocks, Coal, Coke and Wood, 85 Peter.  
The Ford and Johnson Co., Furniture, 17 N. Marietta street.

R. H. Shaw, Coal and Wood, 416 Marietta st.  
A. B. Reader, Groceries, 227 Marietta street.  
Morrow Transfer Co., 50-52 Alabama street.  
L. M. Prouty, Big Bonanza, 5 Decatur.  
C. D. Kenny Co., Teas and Coffees, Whitehall.  
W. E. Quillian, Physician, 65 Park avenue.  
F. S. Stewart, Union Shoes, 6 Peachtree.  
E. S. Hartman, Hatter and Furnisher, 6 Peachtree.

Todd Drug Co., Druggist, 141 Peachtree.

Watson & Pickard, Pharmacy, Peachtree.

West View Floral Co., 105 Peachtree.

Brown & Catlett Furniture Co., 62-64 N. Broad.

H. G. Poole, Undertaker, 49 E. Hunter.

N. C. Tompkins, Printer, 16 W. Alabama.

R. M. Rose, Distiller, Atlanta and Jacksonville.

J. A. Bondurant, Real Estate 4 Nat. Bank Bldg.

D. B. Hollis, Wines and Liquors, 86 N. Broad.  
Southern Book Concern, 71 Whitehall.

W. J. Timms, Jeweler, 28 Whitehall.

G. M. Dorsey, Inter Ocean Saloon, 26 Marietta street.

Jos. Thompson, Wholesale Wines and Liquors, 36 Peachtree.

#### BOSTON, MASS.

Received from E. C. Monahan, Lodge No. 97:  
A. Outhank & Co., Uniform Manufacturers, 105-111 Summer street.

F. Meglio, Barber Shop, 155 Summer street.

Received from H. E. Eaton, Lodge No. 124:

#### YORK, PA.

A. M. Bupp, Hotel Huppely, 698 E. Phila.

#### BALTIMORE, MD.

A. John, Liquors, 409 N. Calvert street.  
Hotel Kautz, 347 N. Calvert street.

#### INDIANA.

Received from E. Bedson, Lodge No. 731:

#### INDIANA HARBOR.

F. J. Teal, Undertaker.  
Julius Cohen, Clothing.  
F. Jerome, Household Furnishings.  
The Harbor Clothing Co.  
Sunny Sheetz, Cafe.  
Max Glass, Merchant Tailor.  
Thos. O'Connell, Harbor Hotel.  
Ward Dickey Steel Co.  
Dr. Sauer, Physician and Surgeon.  
W. L. Hughes, Physician and Surgeon.  
Mr. Roberts, Standard Forge Co.

#### HAMMOND.

C. H. Stewart, Undertaker, Homan and Sibley.  
Bastar & McGarry, Jewelers, Homan & Sibley.  
W. C. Harrington, Senate Saloon, Homan and Sibley.

Laederach Bros., Jewelers, Homan and Sibley.  
The Lash Hotel, 271-275 E. State street.

#### EAST CHICAGO.

J. S. Dewey, Green Engineering Co.

#### CHICAGO, ILL.

Standard Forging Co., Railway Exchange Bldg.  
MASON CITY, IOWA.

Received from L. Roberts, Lodge No. 9:

W. S. Winders, Iowa Tea Co.

#### UNION HILL, N. J.

Received from D. McMahon, Lodge No. 491:  
American Clothing Co., 247 Bergenline avenue.

#### SAN ANTONIO, TEX.

Received from L. W. Mullen, Lodge No. 80:  
J. F. Robertson, Drugs and Stationery, 424 San Antonio street.

Ike Wolf, Gents' Furnishing Goods, San Antonio street.



## DUBUQUE, IOWA.

Received from H. Budwiser, Lodge No. 581:  
Jake Spielman, Five Points Saloon, Eagle Point  
avenue.

Joe Michel, Cigars, 8th and Clay.

H. A. Schunk & Co., Wholesale Wines and  
Liquors, 61 8th street.

The Hoermann Press, Job Printing, 8th and  
Locust.

Dr. J. L. Taylor, Dentist, 9th and Main.

Dr. Blocklinger, 11th st, bet. Main and Iowa.

Calvert Bros., The Iowa Saloon, 235 6th street.

J. J. Murphy, Undertaker, 7th and Locust.

B. Sagen and Son, Livery, 4th and Locust.

Boston One Price Clothiers, 4th and Main.

Bijou High Class Vaudeville Theatre, 4th and  
Main.

A. Klein, Fresh and Smoked Meats, 5th and  
Main.

## SALT LAKE CITY, UTAH.

Received from E. J. Chandler, Lodge No. 388:

Mr. Parks, Jeweler, 102 W. So. Temple.

## RATON, N. MEX.

Received from J. E. Daum, Lodge No. 221:

James Leason, Pool Hall, 140 Park avenue.

Woodward & Nutting, Druggists, 132 So. 1st.

W. T. Hughes, Cafe.

Cohn Bros., Mercantile Co., 106 1st.

C. A. Whited, Jeweler, 187 Cook avenue.

M. R. Mendelson, Mercantile Co., 134 Cook  
avenue.

## PENNSYLVANIA.

Received from W. O. Keep, Lodge No. 435:

## ALBION.

E. G. Brown, Restaurant.

A. M. Tanner, Furniture.

Hurst Bros., Meat Market.

Shirly & Wells, Clothing.

W. K. McMullen, Druggist.

Dempsey Bros., Hotel.

F. S. Hoffman, Dry Goods and Groceries.

## BUTLER.

Geo. Stonner, Restaurant.

## MONESSEN, PA.

Received from A. C. Milhollan, Lodge No. 321:

R. W. Beck, Druggist, 915 Schoonmaker ave.

## READING, PA.

Received from S. F. Thomas, Lodge No. 117:

Jefferson Betz, Contracting Plasterer, 751 N.  
12th street.

C. Albrecht, Friendship Hotel, 1100 N. 10th.

W. D. Jesberg, Wholesale Liquors, 10th and  
Robeson streets.

G. G. Benzel, Ice Dealer, 943 N. 9th street.

## SPRINGFIELD, ILLS.

Received from A. D. Burbank, Lodge No. 58:

Fortune Bros., Hotel, 6th and Jefferson.

C. T. Bisch & Son, Funeral Directors, N. 6th.

E. E. Staley, Boots and Shoes, 125 West Side  
Square.

J. Feisch & Co., Druggists, 505 No. Side Sq.  
Apple Clothing Co., Clothing and Hats, 518 So.  
Side Square.

## ALLIANCE, OHIO.

Received from E. H. Miller, Lodge No. 178:

The Winner and Thomas Co., Overall Mfrs.

T. J. Shaffer, Barber Shop, 228 E. Main street.

## BONNE TERRE, MO.

Received from Geo. B. Belknap, Lodge No. 696:

Peter Falk, Palace Cafe.

## DAUPHIN, MAN.

Received from J. F. Malloy, Lodge No. 748:

J. W. Johnston, Town Clerk.

Received from E. M. Paullin, Lodge No. 401:

## DURANGO, COLO.

W. H. Mack, Southern Hotel.

M. Morris, Wines, Liquors and Cigars.

F. C. Stroale, Palace Bar.

Commercial Club, Wines, Liquors and Cigars.

W. Alexander, Barber Shop.

## CHAMA, N. MEX.

J. F. Boyer, Wines, Liquors and Cigars.

C. A. Dagget, Genl. Mdse., Meat and Produce.

## LOUISVILLE, KY.

Received from H. A. Carfield, Lodge No. 156:

J. Baron & Son, 560 E. Market street.

T. R. Jennings, Medical Examiner Lodge No.  
156, 1001 E. Jefferson street.

F. C. Klotz, Ice Cream Mfr., 519 E. Market.

H. C. Lauer & Co., Liquor Dealers, 430 E.  
Market street.

Riley & Miller, Grain Dealers, 1885 7th street.

Grocers' Baking Co., Union Made Bread, 7th.

H. L. Schuh, Grocery and Cafe, 630 N. Mag-  
nolia street.

J. P. Daut, Old Dauton Whiskey, 913 N.  
Broadway.

Geo. Feldman, Groceries and Meat, 1637 South-  
gate street.

A. H. Bowman & Co., Grain and Hay, 400 E.  
Main street.

Diersen Bros., Brewers, 500 E. Green street.

Hettiger & Huck, Union Brewery, 941 and  
943 Franklin street.

G. F. Huber, Brewery, 1906 15th street.

W. Palmer, Clifton Brewery, Letterle and  
Ewing.

C. Staebule, Stoves and Tinware, 1106 Frank-  
fort street.

J. Schick, Cafe, 7th and Hill streets.

## LANCASTER, OHIO.

Received from T. Pemberton, Lodge No. 76:

F. A. Tarpey, Genl. Mdse., 337 S. Maple st.

## HARRISBURG, PA.

Received from P. F. Bruehl, Lodge No. 383:

A. G. Krieg, Meat Market, 1700 5th street.

Forney & Stewart, Boots and Shoes, 7 S. 2nd.

Baltimore One Price Clothing Store, 304  
Market street.

W. H. Sidle, Grand Hotel, 314 Market street.

Globe Clothing Co., Mens' and Boys' Clothing,  
324 Market street.

Geo. Gilbert, Hotel, 1415 3rd street.

## CHICKASHA, IND. TER.

Received from W. L. McPherron, Lodge No.  
582:

H. R. Kreitz & Co., Undertakers and Embalm-  
ers.

## CUMBERLAND, MD.

Received from S. E. Knotts, Lodge No. 267:  
 I. M. Brashears, Groceries, 108 Va. avenue.  
 Jas. M. Conway, Agt, Cumberland Brewing Co., 96 Va. avenue.  
 H. N. Cohen, Clothier and Outfitter, 4th and Va. avenue.  
 A. A. Roeder and Co., Marble and Granite Works, Frederick street.  
 L. F. Spicer, Merchandise, 129 Arch.  
 F. Brook Whiting, Attorney-at-Law, 10 Washington street.  
 G. S. Butler, Undertaker, 29 No. Center.  
 Louis Stein, Undertaker, 54 No. Center.  
 C. J. Comiskey, Saloon and Restaurant, 167 Baltimore.  
 W. F. Frederick, Music Store, 56 Baltimore.  
 Rosenbaum Bros., Department Store, 100 Baltimore street.  
 John Brinker, Slater, Old Town Road.

## SAN BERNARDINO, CAL.

Received from A. Ledgerwood, Lodge No. 278:  
 Doe Powell, Office Saloon.  
 Ingersoll & Esler, 529 W. 3rd street.  
 Owl Drug Store.  
 Feetmen and McNeil, Groceries.  
 Lutherback & Love, Gents' Furnishings.  
 Gate City Bar.  
 Harrison & Pace.  
 Miller & Stickney, Real Estate Agents.  
 A. Horowitz, Gents' Furnishings.  
 Russell Bros., Groceries.

## FITCHBURG, MASS.

Received from F. H. McCarthy, Lodge No. 236:  
 Jos. A. Holland, Merchant Tailor, 162 Main.  
 Kimball and Co., Dry Goods, 174 Main.  
 E. Letillier, Barber, 98 Main street.  
 E. W. Tinsley, Tobacco Store, 1 Blossom.

## HARRISBURG, PA.

Received from E. E. Miller, Lodge No. 42:  
 Caton & Co., Shoes, 1210 N. 3rd street.  
 Weaver Organ and Piano Co., 1336 N. 6th st.  
 F. J. Reif, Grocer, 565 Woodbine street.  
 C. Ott, Dairy, 1928 Fulton street.  
 H. Reese, Grocer, 6th and Woodbine streets.  
 Shanaman & Co., Artificial Limbs, 2000 and 2002 N. 6th street.  
 W. R. Lentz, Cigars and Pool, 1721 N. 6th st.  
 C. W. Beisel, Cigars and Pool, 1911 N. 6th.  
 C. F. Hoover, Furniture and Carpets, 1417 and 1419 N. 2nd street.  
 J. W. Shope, Physician & Surgeon, 25 S. 13th.  
 T. M. Mauk & Son, Undertakers, 803 N. 3rd.  
 C. Meoslein, Grocer, 2801 N. 6th street.  
 S. H. Garland, Grocer and Hardware, 5th and Pepper.  
 Fuld & Baum, Clothiers and Furnishers, 3rd and Cumberland.  
 K. A. Hockley & Bros., Keystone Laundry, Wallace and Harris streets.

Received from C. Reniff, Lodge No. 532:  
 EL RENO, OKLA.

F. Heine, Wholesale Liquors, 402 McComb.  
 Wilson & Dawson, Furniture and Carpets, 105 N. Bickford.

## CHICKASMA, I. T.

R. Bond, Attorney.  
 C. M. Fechheimer, Attorney, 1 Johnson Bldg.  
 MISSOURI.

Received from E. E. Schmulling, Lodge No. 57:  
 HUNTSVILLE.

W. Rutherford, Drayman and Transfer.  
 SALISBURY.

H. L. Hays, Salisbury Trust Co.  
 PARSONS, KANS.  
 Received from W. C. Maxwell, Lodge No. 270:  
 H. O. Wick, Grocer, 310 N. 28rd street.

VANDERCOOK, ILL.  
 Received from F. O. Steger, Lodge No. 414:  
 Gause Bros.

## ALPENA, MICH.

Received from C. Houghton, Lodge No. 568:  
 G. Masters & Sons.  
 Martinson & Stafford.  
 Olds & McLean.  
 Doyle & Lalaude.

## GOODLAND, KANS.

Received from S. E. Marts, Lodge No. 327:  
 H. M. Heaton, Chic. Lumber Co.  
 WASHINGTON, IND.

Received from W. E. Golden, Lodge No. 165:  
 J. L. Zinkan, Livery and Boarding Stables.  
 Kramer's Bar, 106 N. E. 4th.  
 M. L. Bonham's Sons, Funeral Directors, 422 E. Main.

## SAXTON, PA.

Received from E. Oler, Lodge No. 755:  
 C. Brubaker, Jeweler.

## TERRE HAUTE, IND.

Received from Geo. Elbrecht, Lodge No. 231:  
 Dr. Anshutz, Alveolcular Dentistry, corner 6th and Main.

## SAN ANTONIO, TEX.

Received from M. J. Garvey, Lodge No. 52:  
 Isidore Zork, Wholesale Dry Goods, Commerce.

## ALTOONA, PA.

Received from John W. Helman, Lodge No. 174:

R. B. Replogle, Groceries, 1900 8th avenue.  
 Heinsling & Batton, Logan Laundry, 1419 4th avenue.

Hickey & O'Neill, Undertakers, 1122 11th ave.  
 Standard Furniture Co., Home Furnishers, 1405 11th avenue.

H. M. Steckman, Men's Furnishings, 1412 11th avenue.

H. M. Jacobson & Son, Jewelers, 41 and 42 Morrow Bldg.

B. Berkowitz, Groceries, 1125 13th avenue.  
 J. H. Myers, Florist, Willow avenue and 8th st.  
 H. R. Earlenbaugh, Groceries, 330 4th avenue.  
 J. W. Gaines, Groceries, 1728 11th avenue.  
 Sample Shoe Store, Shoes and Slippers, 1424 11th avenue.

## McMECHEN, W. VA.

Received from W. D. Howard, Lodge No. 13:  
 H. H. Tarr, Barber.

## PALESTINE, TEX.

Received from L. P. Maynard, Lodge No. 368:  
 First National Bank, Spring street.  
 George M. Dilley & Sons, Foundry and Machinists.

## BUFFALO, N. Y.

Received from A. A. Van Houten, Lodge No. 187:

Mr. Faxon, The Grocer, 866 Elmwood avenue.  
Herman O. Huffman, Metropolitan Life Insurance Co., 426 Baynes.

H. R. Peter, Green Room Buffet, 86 Niagara.

## BEDFORD, IND.

Received from Frank Davis, Lodge No. 615:  
H. C. Whiting, Stag Saloon.

## McKEES ROCKS, PA.

Received from James Nicodemus, Lodge No. 321:

G. Hasenack, Eagle Hotel, 616 Island avenue.  
Standard Hotel, 514 Island avenue.  
O. Cercoo, Hotel, 600 Island avenue.

## ATLANTA, GA.

Received from R. E. Bransford, Lodge No. 302:  
J. R. Walls & Co., Railroad Watch Inspector,  
Room 302, Anstell Bldg.

Eisenman Bros., Outfitters, 11 to 17 Whitehall.

## GREENVILLE, S. C.

Received from J. D. Whitehead, Lodge No. 641:  
J. O. Raines, Barber, West Washington.  
W. B. Carpenter, Druggist, West Washington.

## WELLINGTON, KAS.

Received from W. C. Simmons, Lodge No. 280:  
Taylor & Whightman, Second Hand Store.  
Wellington Plumbing Co.  
Farmers' State Bank.  
G. W. Wood, Dentist.  
Security State Bank.  
Caton & Son, Marble Works.  
I. A. Walton, Real Estate.  
Liety Bros., Department Store.  
Emerson & Harrison, Physicians and Druggists.

F. W. Sellers, Jeweler.

Elliott & McBride, Attorneys.

## CANADIAN, TEX.

H. E. Hoover, Attorney.

## FITCHBURG, MASS.

Received from F. H. McCarty, Lodge No. 236:  
W. C. Goodwin, Shoe Store, 165 Main.  
A. C. Ward & Son, Meat Market, 36 Day.  
Geo. M. Blakely, Baker, 6 Day.  
E. Stibbins, Dry Goods Store, 120 Main.  
Lyons & Davis Co., Dry Goods Store, 158 Main.  
George Bros. & Co., Shoe Store, 175 Main.  
J. W. Atkinson, Barber Shop, 7 Otis.  
T. B. Reed, Baker, 80 Green.  
Wm. Berger, Lunch Counter, 13 Holt.

## MICHIGAN.

Received from N. Trudeau, Lodge No. 367:

## CALUMET.

The Portage Coal & Dock Co., Fuel, Brick and Cement.

F. R. Vastbinder, Vastbinder & Reed's Drug Store.

W. J. Bloy, Furniture and Undertaking.

Schneller & Lawrence, General Insurance and Real Estate.

Eagle Drug Store, Drugs and Stationery, 216 5th.

Ed Haas & Co., Clothing.

## A. Neimark, Clothing.

Miss M. B. Leary, Millinery, 5th street.

The People's Fuel Co., Coal, etc.

John Burder, Carlton Hardware Co.

Barquist Bros., Metropolitan Barber Shop.

Louis Sibilaky, Dry Goods, Shoes and Millinery.

Red Front Store, Dry Goods and Clothing.

W. W. Wood, Michigan Cafe.

Keckonen Hardware Co.

Paul Tommer, Fruits, Ice Cream, etc.

Samuel A. Abramson, Unique Restaurant.

Obenhoff Bros., Staple and Fancy Groceries.

Vertin Bros., General Merchandise.

H. C. Underwood, Ideal Restaurant.

N. Reding & Sons, General Merchandise.

Ben Blum, Liquor and Cigar Store.

Theodore Laurell, Merchant Tailor.

Hocking & Michaelson, Clothiers.

Leo Gartner, The Fashion.

Jas. Roch, The California Wine Cellar.

Jno. B. Rostello, Merchant Tailor.

Croatian Co-operative Store, General Merchandise, J. Agnich, Mgr.

Nathan Lurie, Stockholm Liquor Store.

S. F. Loch, Central Hotel.

The Bee Hive Shoe Store, 5th street.

Parisienne Millinery, 5th street and Red Jacket Road.

Vertin & Belopavlovich, Oak Club Buffet.

John Tambellini, Sample Room, 815 Portland.

Domenick Borgo, Blue Ribbon Buffet.

Michael Johnson, Hardware, Stoves, Paints, etc.

A. Lundahl, The Pine Street Pharmacy.

Jas. Krupp, Wholesale and Retail Groceries.

Geo. Antioho, American Candy Kitchen Stores.

Gowen Millinery Co., 7th and Oak.

Knivel Bros., Wines and Cigars.

Godfrey & Sons, Commission Merchants.

Edward Ulseth, Lumber, Coal and Wood.

Pain, Webber & Co., Stock Brokers.

People's Store Co., General Merchandise.

C. J. Wickstrom, General Merchandise.

Kehl's Buffet, 101 5th street.

J. Willmers, care The A. T. L. Co.

Perenchio & Adda, Schlitz Brewing Co.

Malfroid Trading Co.

R. C. Thiele, Pabst Brewing Co.

John Herman, Jeweler, 111 5th.

J. Decker, Wines and Cigars, Oak and 5th.

## HOUGHTON.

The Lakeside Floral Co., Houghton and Calumet.

## LAURIUM.

C. W. Ryckman, General Dealer, corner Ironquois and S. Linden avenue.

## MARTINSBURG, W. VA.

Received from W. E. Gregory, Lodge No. 362:

W. L. Jones, Jeweler.

People's Trust Co., corner Queen and Burke.

Dean Whitmore Drewy Co., corner Queen and Burke.

## ALLIANCE, O.

Received from E. H. Miller, Lodge No. 178:

Mowery's Shoe Store, 408 E. Main.

Kline's Union Clothing Co.

Manhattan Woolen Co.

## LANCASTER, OHIO.

Received from Thede Pemberton, Lodge No. 76:  
Kenedy & Cannon, Merchant Tailor and Gents'  
Furnishings, Main street.

## SOUTH BEND, IND.

Received from Geo. Redding, Lodge No. 23:  
Calvin K. Clauer, Jeweler and Optician, 105 S.  
Michigan.

A. Klingel, Boots and Shoes, 123 W. Washing-  
ton.

McInery & Doran, Cigars and Tobacco, Billiard  
Hall, 126 W. Washington.

## WINNIPEG, MAN.

Received from E. L. Purdy, Lodge No. 122:  
Clare & Brockest, Stoves, Furnaces and Metal  
Goods, 246 Princess.

McKinzie Bros., Wholesale Hardware, 244 Prin-  
cess.

Bromley & Hague, Tents and Awnings, 242  
Princess.

Royal Crown Soap Co., Ltd.

International Harvester Co., of America, 782  
Main.

The New Bell Hotel, Main and Henry.

B. Shragge, Scrap Metals, etc., 396 Princess.

Imperial Implement Co., 427 Southerland ave.

S. L. Gregory, Steamship and Mill Supplies,  
Nena and Henry.

The John Stevens Co., Ltd., Plumbers and  
Steam Fitters Supplies, 661 Henry.

Manitoba Frost Wire Fence Co., 810 Nena.

The Canadian Moline Plow Co., Logan and  
Chambers.

Canadian Port Huron Co., Machinery and Sup-  
plies.

Winnipeg Supply Co., Ltd., 300 Rietta.

McCall & Co., Oils and Greases, Henry and  
Sherman.

The Cgerwinski Co., Ltd., Boxes, Crates and  
Lumber, Logan and Tecumseh.

Manitoba Iron Works, Ltd., Manufacturers of  
Machinery.

Paris Plow Co., High Grade Plows.

G. McKeag, Livery and Sale Stable, 707 Mary-  
land.

## BALTIMORE, MD.

Received from A. M. Williams, Lodge No. 453:  
A. Stockley, Wholesale and Retail Wines and  
Liquors.

Fiedlers, Florist, 902 S. Charles.

Mayers, South Baltimore's Best Store, 1109-  
1113 Light.

G. W. Morecraft, Paper Hanger, 1450 Light.

F. J. Schillingberg, Carpets and Furniture, 1240  
Light.

## INDIANA HARBOR, IND.

Received from E. Bedson, Lodge No. 731:

East Chicago Co., Real Estate.

Indiana Harbor State Bank.

A. Kaufmann, Cafe.

R. Ansley, Physician and Surgeon.

Walker & Piet, Groceries and Meat Market.

## TEXAS.

Received from R. S. Lee, Lodge No. 620:

## BONHAM.

O. T. Lyons & Son, Lumber Dealers.

Bonham House Furnishing Co., East side  
Square.

Harrison & Johnson, Tailors, North side  
Square.

F. C. Allen, Dentist, West side Square.

The Hub Clothing Co., West side Square.

J. Lee Tarpley & Co., Undertakers.

Graham, Crawford & Co., Dry Goods.

## DENTON.

E. Flint, Palace Restaurant.

**NOTICE OF GRAND DUES ASSESSMENT No. 108**  
**AUGUST, 1907. TWENTY-FIVE CENTS.**

**Grand Lodge of the Brotherhood of Railroad Trainmen**

**OFFICE OF GRAND SECRETARY AND TREASURER.**

**TO SUBORDINATE LODGES:**

CLEVELAND, OHIO, JULY 1, 1907



DEAR SIRS AND BROTHERS: You are hereby notified that the amount of Twenty-Five Cents for Grand [Dues] Assessment No. 108, for the month of August, 1907, is due from each and every member, and must be paid to the Financier before the first day of August, 1907. A member failing to make payment as herein required shall become expelled without notice or action. See Section 128, Constitution Subordinate Lodges.

The Financier is required to forward said Assessment to the Grand Lodge before August 5, 1907, for each member on the roll, and for members admitted or readmitted during the month of August the Financier must send this Assessment with the report of admission as per Section 105, Constitution Subordinate Lodges.

Fraternally yours,

*H. E. King*  
GRAND SECRETARY & TREASURER

**STATEMENT OF CLAIMS PAID DURING THE MONTH OF MAY, 1907**

| CLAIM. | NAME.            | LODGE. | PAID TO.                              | ADDRESS.       | AMOUNT.    |
|--------|------------------|--------|---------------------------------------|----------------|------------|
| 12472  | R. H. Hart       | 257    | Lida J. Hart, Gdn.,                   | Trenton, N. J. | \$1,350.00 |
| 12642  | W. H. Boesch     | 300    | Wm. Boesch, Misselwarden,             | Germany        | 1,350.00   |
| 12645  | L. B. Gould      | 603    | Bertha E. Gould, Van Wert,            | Ja.            | 1,000.00   |
| 12720  | C. F. Fisher     | 197    | Ellen N. Fisher, New York,            | N. Y.          | 1,350.00   |
| 12739  | R. L. Ault       | 7      | Hattie Ault, Pittsburg,               | Pa.            | 1,350.00   |
| 12740  | J. D. Brink      | 180    | Effie May Brink, Grand Rapids,        | Mich.          | 1,000.00   |
| 12741  | F. C. Hutchins   | 180    | C. M. and F. Hutchins, Benton Harbor, | Mich.          | 1,350.00   |
| 12742  | J. M. Sowden     | 283    | Marie Sowden, Austin, Minn.           |                | 500.00     |
| 12743  | H. R. D. English | 105    | H. R. D. English, Kinzua,             | Pa.            | 1,000.00   |
| 12744  | H. L. Hackett    | 402    | H. L. Hackett, Monon, Ind.            |                | 1,350.00   |
| 12745  | Richard Humphrey | 21     | Nellie Humphrey, Girard,              | O.             | 1,350.00   |

**STATEMENT OF CLAIMS PAID DURING THE MONTH OF MAY, 1907—Con.**

| CLAIM. | NAME.                 | LODGE. | PAID TO.  | ADDRESS. | AMOUNT.  |
|--------|-----------------------|--------|---|----------|----------|
| 12746  | E. C. Mensel          | 55     | Wm. F. Mensel, Bremen, Ind.                     |          | 500.00   |
| 12747  | H. W. Foster          | 340    | Anna E. Foster, Sacramento, Cal.                |          | 500.00   |
| 12748  | M. Riley              | 88     | Ellen Riley, Worcester, Mass.                   |          | 1,350.00 |
| 12749  | E. W. Sager           | 186    | Eva F. Sager, Gdn., Owego, N. Y.                |          | 1,350.00 |
| 12750  | J. W. Jennings, Jr.   | 355    | J. W. Jennings, Jr., Clarksburg, W. Va.         |          | 1,350.00 |
| 12751  | R. S. Russell         | 313    | R. S. Russell, Salt Lake City, Utah             |          | 1,000.00 |
| 12752  | A. A. Johnston, No. 1 | 257    | Estella Johnston, Cape May, N. J.               |          | 1,000.00 |
| 12753  | J. S. McKenzie        | 687    | Eleanor A. McKenzie, Berkeley, Cal.             |          | 1,000.00 |
| 12754  | T. J. Jenkins         | 16     | Charlotte Jenkins, Georgetown, Ind.             |          | 1,350.00 |
| 12755  | J. M. Fox             | 19     | Lucy E. Smith, Brookfield, Mo.                  |          | 500.00   |
| 12756  | E. A. McBride         | 4      | Marie McBride, Chicago, Ill.                    |          | 1,350.00 |
| 12759  | Frank Long            | 74     | Margaret Long, Gibson, N. M.                    |          | 1,350.00 |
| 12760  | J. B. Long            | 106    | Elizabeth A. Long, Black Lick, Pa.              |          | 1,350.00 |
| 12761  | J. H. McGrath         | 83     | Bridget McGrath, Portland, Me.                  |          | 1,350.00 |
| 12762  | M. L. Collins         | 644    | Jane Collins, Decatur, Ark.                     |          | 1,350.00 |
| 12763  | Burt Snell            | 186    | Chas. H. Snell, Adm., Canisteo, N. Y.           |          | 1,000.00 |
| 12764  | G. A. Strickland      | 376    | Mattie Strickland, Waycross, Ga.                |          | 1,350.00 |
| 12765  | Wm. Martin            | 398    | Leona M. Martin, Middletown, Ind.               |          | 1,350.00 |
| 12766  | Ed. Skinner           | 522    | Elsie Skinner, Cherokee, Ia.                    |          | 1,350.00 |
| 12767  | R. Cloake             | 587    | Alice Cloake, Philadelphia, Pa.                 |          | 1,350.00 |
| 12768  | H. F. Eckels          | 439    | Safe Deposit & Trust Co., Gdn., Greensburg, Pa. |          | 1,000.00 |
| 12769  | J. H. Mason           | 377    | J. H. Mason, Allandale, Ont.                    |          | 1,350.00 |
| 12770  | R. E. Smith           | 409    | Mary Jane Smith, Cleburne, Tex.                 |          | 1,350.00 |
| 12771  | J. H. Munford         | 633    | Minnie R. Price, Rowlett, Ky.                   |          | 500.00   |
| 12772  | J. H. Everett         | 713    | Rosa Everett, Bridgeburg, Ont.                  |          | 1,350.00 |
| 12773  | John Price            | 158    | John Price, Garrett, Ind.                       |          | 1,350.00 |
| 12774  | F. H. Christian       | 286    | F. H. Christian, Nashua, N. H.                  |          | 1,350.00 |
| 12775  | A. A. Larkins         | 461    | A. A. Larkins, Leavenworth, Kan.                |          | 1,350.00 |
| 12777  | E. J. Brennan, Jr.    | 541    | Katie Brennan, Philadelphia, Pa.                |          | 1,350.00 |
| 12778  | Wm. Neiderhauser      | 560    | Wm. Neiderhauser, Rosebank, L. I., N. Y.        |          | 1,350.00 |
| 12779  | H. B. Mason           | 717    | Rosa Mason, Vicksburg, Miss.                    |          | 1,350.00 |
| 12780  | G. F. Tait            | 520    | John B. Tait, Omaha, Neb.                       |          | 500.00   |
| 12781  | J. C. Davis           | 206    | Liddie M. Davis, Fort Worth, Tex.               |          | 1,350.00 |
| 12782  | N. T. James           | 216    | Renna James, Jackson, Tenn.                     |          | 1,350.00 |
| 12783  | J. B. Davis           | 216    | Annie Davis, Low Wossie, Mo.                    |          | 1,350.00 |
| 12784  | Michael Duffy         | 201    | Theresa Hunt, Springfield, Mass.                |          | 1,350.00 |
| 12785  | G. M. Leatham         | 214    | Kate Leatham, New Orleans, La.                  |          | 1,350.00 |
| 12786  | E. H. Derby           | 301    | Mary E. Derby, Piercebridge, N. H.              |          | 1,350.00 |
| 12787  | L. H. McGee           | 374    | Rebecca J. McGee, Indianapolis, Ind.            |          | 1,350.00 |
| 12788  | W. J. Archer          | 265    | Cordelia M. Archer, Battle Creek, Mich.         |          | 1,350.00 |
| 12789  | H. S. Lieby           | 321    | Minnie Lieby, Brownsville, Pa.                  |          | 1,350.00 |
| 12790  | M. J. Shopp           | 383    | Daniel H. Zorger, Gdn., Harrisburg, Pa.         |          | 1,350.00 |
| 12791  | A. T. Kern            | 199    | Helen Kern, Erie, Pa.                           |          | 1,350.00 |
| 12792  | R. C. Blaker          | 267    | Eva B. Blaker, Monongahela City, Pa.            |          | 1,350.00 |
| 12793  | J. K. Miller          | 434    | Mrs. W. Miller, Atchison, Kan.                  |          | 500.00   |
| 12794  | John Flynn            | 222    | Lena Flynn, New Castle, Pa.                     |          | 1,350.00 |
| 12796  | J. H. Lynn            | 409    | Lucy J. Lynn, Honey Grove, Tex.                 |          | 1,350.00 |
| 12797  | F. J. Payne, Jr.      | 461    | Louisa Payne, Argentine, Kan.                   |          | 1,000.00 |
| 12798  | Albert Berry          | 494    | John M. Berry, Ashland, Ky.                     |          | 1,350.00 |
| 12799  | T. T. McVittie        | 88     | Florence E. McVittie, Worcester, Mass.          |          | 500.00   |
| 12800  | M. A. Peoples         | 515    | M. A. Peoples, Fort Madison, Ia.                |          | 1,350.00 |
| 12801  | Wm. H. Meyer          | 743    | Wm. H. Meyer, Sacramento, Cal.                  |          | 500.00   |
| 12802  | J. J. Ferguson        | 307    | Mary E. Ferguson, Albany, N. Y.                 |          | 1,350.00 |
| 12804  | Wm. Kline             | 100    | Lizzie Kline, Mauch Chunk, Pa.                  |          | 1,350.00 |
| 12805  | E. C. Kirkner         | 556    | E. C. Kirkner, East Radford, Va.                |          | 1,000.00 |
| 12809  | W. F. Shafer          | 752    | Myrtle M. Shafer, New Kensington, Pa.           |          | 1,350.00 |
| 12810  | J. N. Croyle          | 105    | Serna France, Red House, N. Y.                  |          | 1,350.00 |
| 12811  | Wm. Alabaugh          | 154    | Elizabeth Alabaugh, Wilkesbarre, Pa.            |          | 1,350.00 |
| 12812  | D. W. Freas           | 257    | Rebecca Freas, Salem, N. J.                     |          | 500.00   |
| 12813  | E. J. Cain            | 404    | E. J. Cain, Somerville, Mass.                   |          | 1,350.00 |
| 12814  | A. B. Campbell        | 507    | Catherine Campbell, Clermont, P. E. I.          |          | 1,350.00 |
| 12816  | C. E. Glover          | 94     | Verna M. Glover, Thompson, Pa.                  |          | 1,350.00 |
| 12817  | M. J. Connor          | 94     | M. J. Connor, Carbondale, Pa.                   |          | 1,350.00 |
| 12818  | Carl Friday           | 128    | Francis Friday, Milwaukee, Wis.                 |          | 1,350.00 |
| 12819  | Ashton Marcrum        | 347    | Ashton Marcrum, Memphis, Tenn.                  |          | 1,350.00 |
| 12820  | C. S. Danley, Jr.     | 490    | Carrie M. Danley, Uniontown, Pa.                |          | 1,350.00 |
| 12821  | D. A. Mann            | 47     | Mary J. Mann, St. Thomas, Ont.                  |          | 500.00   |
| 12822  | W. H. Messenger       | 267    | Nellie G. Messenger, Grafton, W. Va.            |          | 1,350.00 |
| 12823  | Joe Courbron          | 539    | Delvina P. Courbron, Riviere du Loup, Que.      |          | 1,350.00 |
| 12824  | R. L. Tate            | 106    | Catherine E. Tate, Chicago, Ill.                |          | 1,350.00 |
| 12825  | W. A. Bentley         | 94     | W. A. Bentley, Carbondale, Pa.                  |          | 1,350.00 |
| 12827  | C. P. Shaw            | 187    | Louisa Shaw, Fredonia, N. Y.                    |          | 500.00   |
| 12828  | L. A. Woodworth       | 187    | Carolyn E. Woodworth, Protection, N. Y.         |          | 1,350.00 |
| 12829  | D. P. McGee           | 173    | Tillie McGee, Hazleton, Pa.                     |          | 1,000.00 |
| 12830  | E. H. Thompson        | 298    | E. H. Thompson, St. Louis, Mo.                  |          | 1,350.00 |
| 12831  | P. J. O'Meara         | 173    | Mary O'Meara, Reading, Pa.                      |          | 1,350.00 |
| 12832  | Tim Sullivan, Jr.     | 260    | Tim Sullivan, Jr., Greenville, Tex.             |          | 1,350.00 |
| 12833  | Edw. Goppert          | 164    | Mary Morath, Utica, N. Y.                       |          | 1,350.00 |
| 12834  | G. W. McCarty         | 227    | Nannie Crawford, E. St. Louis, Ill.             |          | 1,350.00 |
| 12835  | C. E. Lambert         | 94     | C. E. Lambert, Brookfield, Mo.                  |          | 500.00   |
| 12836  | Chas. B. Fetterman    | 43     | Sarah J. Fetterman, Nuremberg, Pa.              |          | 1,000.00 |
| 12837  | Jas. J. Casey         | 163    | Margaret Casey, Peekskill, N. Y.                |          | 1,350.00 |
| 12838  | J. J. Donley          | 338    | Annie Donley, Renovo, Pa.                       |          | 1,350.00 |
| 12839  | C. L. Smyers          | 462    | C. L. Smyers, Creekside, Pa.                    |          | 1,350.00 |
| 12840  | L. W. Carey           | 598    | Sarah Carey, New York, N. Y.                    |          | 500.00   |
| 12841  | C. W. Ballard         | 630    | Wilson L. Ballard, Chelyan, W. Va.              |          | 1,350.00 |
| 12842  | C. W. E. Mohaupt      | 122    | J. D. Marie Mohaupt, St. Paul, Minn.            |          | 500.00   |
| 12843  | D. W. Smith           | 311    | L. May Smith, Plattsburg, N. Y.                 |          | 1,350.00 |

## **"Not Yet, But Soon."**

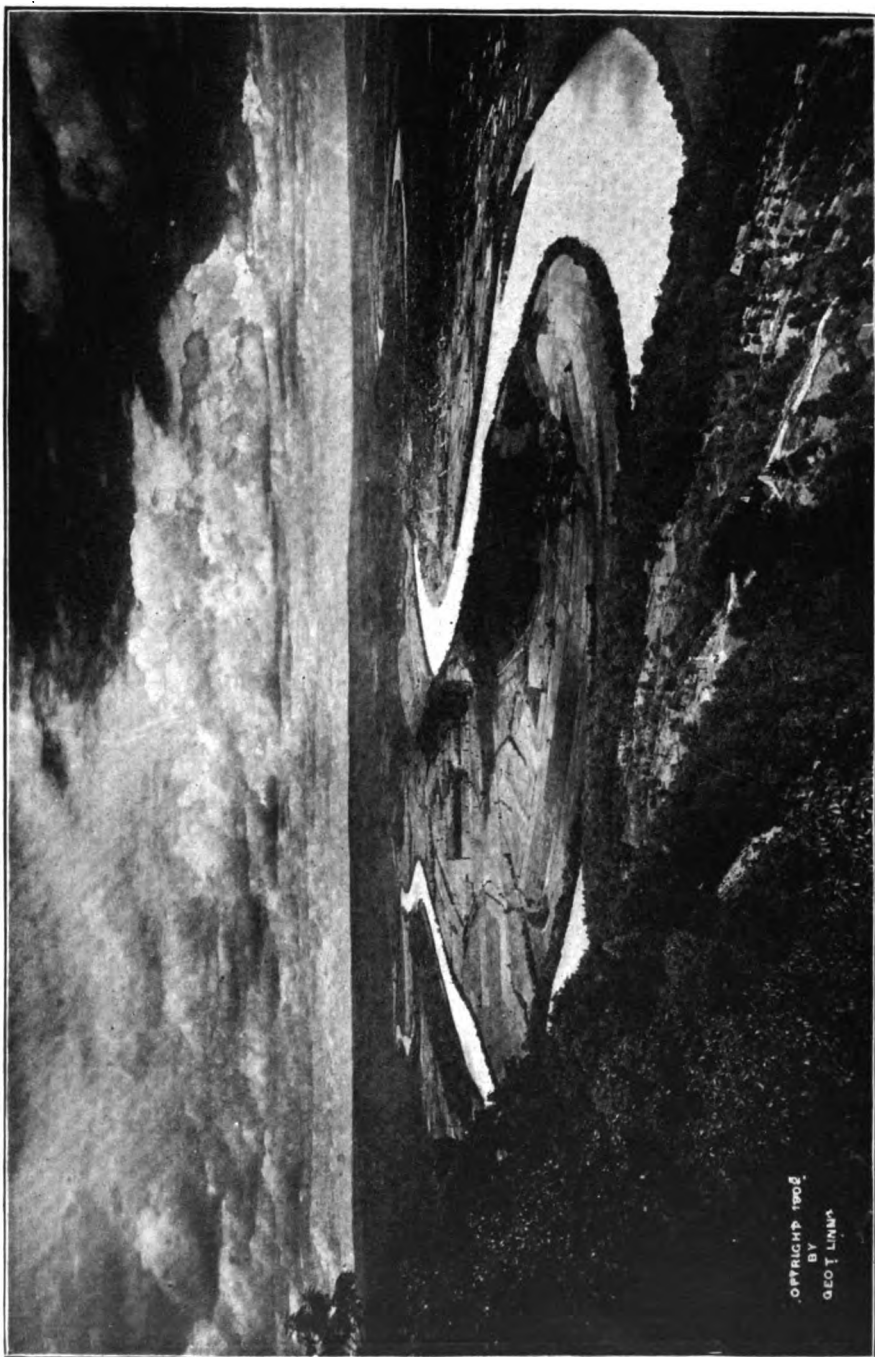
BY ADELBERT CLARK

"Not yet, but soon," what does that mean?  
It means just what you are!  
Never progressing—always the same—  
Fixed like a stagnant star.  
God never made man to be idle,  
Waiting, and putting things off,  
Watching and mocking the toilers of life,  
And turning them down with a scoff!

"Not yet, but soon," means weakness at heart,—  
Idler, in thought and in deed,  
Rather than working—looking ahead,—  
Tilling, to sow the seed;  
Drifting away into nothingness,  
Though ignorant of such an act!  
Putting things off 'till tomorrow,  
Is the surest proof of the fact.

"Not yet, but soon," is to idle minds,  
Giving up work for things  
Of pleasures, air-castles, and fairies,  
Light as their airy wings!  
Pleasure is good and pleasure is right;  
'Tis balm for the weary life!  
But seek first the fruit of your labors,  
And battle the ways of strife!

"Not yet, but soon," means failure in things  
That might have conquered the wrong,  
Had the man been true, not carried away  
By rhythmic rhyme and song.  
"Not yet, but soon," will sound the blast  
From Heaven's bright golden gate  
To the lost proud souls of the dying world—  
"Depart, you have come too late!"



OPRIGHT TWO  
BY  
GEO. T. LINN

**MOCCASIN BEND AND TENNESSEE RIVER, CHATTANOOGA, TENN.**

This view is taken from Point Lookout and is one of the grandest sights in America. George Bancroft, the eminent historian, at the age of 87, standing on Point Lookout, said of it, "In all my travels I have never seen any scene to exceed its sublime grandeur." Note how the river in its windings forms the Indian Moccasin. The river is 1,700 feet wide at this point. *Copyright, Geo. T. Linn, 1907.*

# RAILROAD TRAINMEN'S JOURNAL

Published Monthly by the Brotherhood of Railroad Trainmen.  
Entered at the post-office at Cleveland, Ohio, as second-class matter.

D. L. CEASE  
EDITOR AND MANAGER



SUBSCRIPTION PRICE  
\$1.00 PER YEAR IN ADVANCE

VOL. XXIV.

AUGUST 1907.

No. 8

## "High Bred Men."

JOSE GROS.

**I**N the first days of June our New York papers gave us the substance of an address, on May 31st, by one of the most prominent public men for several years, about as follows:

"We have tended, curiously enough, in our industrial training, to devote our energies to producing high grade men at the top rather than in the ranks. Our schools tend rather to train away from the shop, the forge and the farm. We should pay more attention to making efficient mechanics and farmers, and more should be done to make farm life attractive to capable people."

Are we really producing high grade men at the top? Has any generation ever done that before? If so, why is it that such high grade men have never taught the rabble of nations how to develop sensible social conditions?

If our schools tend to train men away from the most vital and indispensable occupations in life, then our education has not yet learned the A, B, C of healthy human development.

If farm life is not made attractive to capable people, then we simply force our incapable people into farm life. Our civilization rests then, as yet, on a bank of moving sand.

Those high grade men of ours, at the top, what are they doing, what have they done for over 6,000 years of a somewhat well known historical development? They don't seem to have even discovered that the whole healthy physical and spiritual development of mankind rests on "*a full, sanitary diet.*" That implies the need of an artistic, scientific farming life by which to produce all crops of a choice quality. It also implies sensible transportation methods, so that to rapidly place all products before they deteriorate, in the hands of all consumers, and give to the latter the means to buy an abundance of those choice products, and thereby stimulate such a choice production. We don't do anything of the kind, rather the reverse.

Can we even prove that our high grade men or those below have a healthy palate? Can we even prove that we have any taste for a sanitary life? The fundamental element of all sanitation is—a peaceful mind through gentle, peaceful, useful activities in all directions. Our top, high grade men . . . what are they doing to give humanity that kind of life? Not even they themselves manage to have a sanitary life. They themselves are crazy after unnatural, insanitary wealth accumulations, and wrong habits or methods of existence.

One of our most vivid and recent de-



scriptions of our modern social hash can be found in the *North American Review*, May 17. We condense it as follows:

"We are having a great popular discontent against the abuses and depredations of accumulated wealth, also against the enormous increase in the cost of living. The people demand a remedy against our present crushing wrongs. And that demand comes from the well to do, and the intelligent. They say that our boasted prosperity has only benefited the wealthy and the wage

It seems then that all our present great evils come from the goodness of the natural order, the divine plan of things, backed by the absolute equality of opportunity that our institutions proclaim. If so, then our abuses and depredations of accumulated wealth, and so our corporations, should not need to be regulated. The natural and divine order of things is regulated by its own intrinsic goodness. Absolute equality of opportunity does not need any regulations by any government, by any group of idiotic



THE GENERAL GRIEVANCE COMMITTEE. B. of R. T. & S. F.—COAST LINES.

W. E. Reppeto, 420      J. F. Knoles, 278      A. C. Thalls, Vice Chr., 73      Wm. T. Dalzell, 74  
J. P. Fowler, Sec'y, 570      J. V. Lippitt, 430      J. L. Service, Chr., 477

earners. We cannot prevent by law the union and association of wealth in corporations, for they are in accord with our constitution and the order of nature. Without that union we could not develop the resources of the country. We want no panacea. We only want the absolute equality of opportunity on which our institutions are based. Justice requires that corporations should be regulated by the national government and not by the States."

public officers, by any constant reproduction of mean, selfish laws. It only needs—"plain common honesty refusing to legislate laws of favoritism giving to some the direct or indirect power to control production and distribution, to place most men under tribute for permission to live and work, but to simply give to each man the legal power to be his own employer if he so prefers."

The last interlined words, about 46, represent the kind of honesty that humanity has

never been taught by our top or our middle high bred men. Such men have always stood for the honesty that creates large classes forever working at the mercy of monopolists, individualized or grouped in corporations to which we give additional power over the destinies of all wealth producers.

Our high bred men have not even learned how to talk honestly, because they refer to equality of opportunity in the midst of monopoly rule, a complete absurdity. Just

in 24 hours, so to speak. They would not last very long anyhow.

The only function of Government is to see that nobody interferes with the equal rights and full life that natural and divine laws grant to all men by the mere fact of their existence. No human government has ever yet done that. In forms more or less vivid all governments have given to some men the power to crush the rest. All human troubles and crimes come from human governments and institutions in greater or



WAYS AND MEANS COMMITTEE, EIGHTH BIENNIAL CONVENTION.

J. H. Shinnick, No. 208  
W. H. Dunning, No. 52

E. C. Detrick, No. 174

F. G. Friend, No. 259

T. F. Hanna, No. 26

as well talk about the whiteness of black, the brilliancy of darkness, the goodness of iniquity.

Take now the assertion that our prosperity only benefits the men whose incomes per family group are below \$2,000, the wage earners, and above \$50,000, the wealthy; while it crushes the middle classes, say from about \$3,000 up to \$15,000, the well to do and intelligent. If that middle class had any intelligence worth talking about, all "our crushing wrongs" could be suppressed

less defiance of divine government and institutions. If that is not so, then we must accept the religious fatalistic conception of a God forcing men to perpetual sinfulness, thus far.

What now about the implied conception of our high bred men to the effect that we can only develop the resources of the planet by crushing the wealth producers into industrial bondage to the few? That can only be proved when, for a number of years, we have tried to develop citizens honest enough

to know the difference between honesty and dishonesty in human legislation, and so to scientifically and christianly stand against all injustice and monopoly and privilege in the laws of each national group.

We, high bred men, the leaders of nations, have always managed to legislate three cardinal crimes, as follows:

First: Not to allow the use of but a fragment of the natural resources, of each section, in useful production by the real workers anywhere.

Second: To keep the grand totality of those workers as poor as possible through private land rentals and thus forcing those workers to a limited wealth production.

Third: To invite as many monopoly combinations, through favoritism in laws, thus increasing private land rentals by the unnatural evolution of what we call corporations, trusts, syndicates, mergers, etc.

That third social crime completes the servitude, the industrial slavery of all real workers, as such.

All earnings not received by the workers in question, outside of honest taxation, are private land rentals, legalized robbery.

We thus have always forced human government to abdicate all its natural rights and duties in favor of—"High Bred Men."

## The Tragedy Of An Inheritance.



ON Tuesday, 12th November, 1872, a peon, or native messenger called at Prospect Lodge, the residence of Mr. De Ga, an accountant of the Bank of Bombay, situated in the Grant Road, Bombay, and handed in a package containing some cakes. To the servant who received the parcel the messenger said:—

"I have been sent by Mr. De Ga, a near relation of your master's, with this packet of confectionery, and to ask him to be so good as to accept the little present, with his best wishes."

It was the fall of the afternoon and the light was fading, but the servant was able to distinguish that the messenger was a youngish man, somewhat seedily attired, and apparently not too well nourished. Having delivered his message and the parcel, he turned on his heel and walked away. He had not, however, gone many yards when a man in a turban and ample robes emerged from a side-turning opposite and for a few moments stood looking after the receding form of the peon. He was a man of expressive countenance and chocolate-hued skin, with jet-black hair, a black moustache, and piercing brown eyes. As he stood there he made an almost imperceptible gesture with

his right hand, and there appeared from the lane at the head of which he stood, but on the other side, the tall, gaunt figure of a religious mendicant, with unkempt hair and beard. The turbaned gentleman slightly inclined his head in the direction of the retreating peon, whereupon the mendicant shuffled away after the messenger. A few yards in the rear of the beggar walked a native of uninviting appearance, carrying in his right hand a heavy staff or cudgel. The mendicant seemed to be taking his cue from the turbaned gentleman, and the native from the mendicant. The latter took the left-hand side of the road, the native the right, the mendicant following the peon and the native the mendicant. The turbaned gentleman appeared to be quite ignorant of the existence of the others, and a few moments later, when they had all disappeared in the distance to the left, he gathered his robes about him, turned about, and strode away down the lane.

That night Mr. De Ga, his wife, and his servants were seized with a mysterious sickness. Shortly afterwards it was reported that a relation of his, Mr. A. De Ga, and his wife had also been stricken down with a similar illness, to which, unfortunately, they had speedily succumbed. Scarcely had these suspicious deaths become

known when it was further reported that Mr. J. D. Pereira (managing clerk to Messrs. Dallas and Lynch, solicitors), a friend of the De Gas, and his mother had likewise fallen victims to the same mysterious malady. Thus, within a few hours of the delivery of the small packet of cakes at Prospect Lodge by the peon, four persons had met with an untimely death, and several others had narrowly escaped such a fate.

The problem that now presented itself to the police of Bombay was indeed a difficult one, and it plunged the Sardar into a brown study. That a crime of great magnitude, cunning, and daring had been committed appeared quite clear, but who the culprits were or what their motive could be was a profound mystery. The family of De Ga was a somewhat numerous one, having several branches. Nicholas De Ga and his wife Rose dwelt at Prospect Lodge, while a younger brother, named Michael, lived in a small bungalow at Bandora, where also another brother, Arthur, occupied a house.

The first thing that Abdul Ali did was to seek an interview with Nicholas De Ga, and institute an exhaustive inquiry at his house. He found De Ga, looking very pale and ill, reclining upon a sofa, slowly recovering from his indisposition. His wife, who had been less affected by the mysterious sickness, was present in the room at the detective's request.

"This is an unfortunate business."

It was the Sardar who spoke, and as he did so he sighed and passed his fingers thoughtfully over his chin.

"Most unfortunate," responded the patient, languidly; "and very mysterious."

"Yes; it is mysterious," agreed the detective. "Have you any relations

—any friends—or, perhaps, I should say enemies, who would be likely to benefit by your death?"

"No," replied De Ga, "none that I am aware of—I mean no persons who would be so wicked as to endeavor to encompass my death to benefit themselves."

"Who *would* benefit by your death?" continued the detective, who did not seem to be altogether satisfied with De Ga's disclaimer. "Suppose you favor me with a list of your friends, saying who and what they are. Perhaps that would be the best way."

"Certainly," replied De Ga; "that is soon done. There are my brothers Michael and Arthur at Bandora, both of whom are beyond suspicion."

"Yes," was the laconic response of the detective.

"I do not know of anybody else who can be taken into consideration in connection with my estate, except, of course, my wife."

"Of course," repeated the Sardar. "But,"



"THE MENDICANT SHUFFLED AWAY AFTER THE MESSENGER."

he went on, calmly, "as to these brothers. Which of them would inherit your property in the event of both you and your wife dying?"

"Michael," said Mr. De Ga.

"Ah!" exclaimed the detective, and relapsed into a thoughtful silence. At length he said, "Now, this cake which was left at the house by a peon; tell me about that incident." He was now addressing his remarks more to Mrs. De Ga than to her husband, and the lady replied, speaking for the first time during the interview:—

"The parcel was taken in by Akbar, one of my servants. Shall I send for him?"

"If you please," said the detective.

Akbar was summoned, entered the room with a salaam, and stood respectfully apart. He was questioned by his mistress as to precisely what happened when the peon called, and described the incident minutely and in a straightforward manner. He repeated the message delivered with the parcel without saying anything further. He was a poor-looking man, said Akbar—apparently one who would be willing to undertake any little commission that would bring him in a small sum of money.

"Which way did he go when he left?" asked the detective.

"He turned to the left and went down the road," said Akbar. He could furnish no further information, and was accordingly dismissed from the discussion.

"Who did you think had sent you this cake?" asked the Sardar.

"I thought it had been sent by Michael, as the messenger stated," answered Mr. De Ga. "It was wrapped in paper, but bore no inscription. Michael, as you know, denies all knowledge of the matter."

"Have you the wrapper?"

"I am afraid it has been destroyed or lost," said Mrs. De Ga, at which the Sardar allowed himself to be betrayed into making a gesture of annoyance and impatience.

"Have you any of the cake left?" the detective asked.

"Yes, I think there is a small portion," replied the lady.

"Will you please let me have it?"

Mrs. De Ga left the room to fetch it.

"What happened to the cake when it was received?" the detective asked De Ga.

"It was placed on the dinner-table," replied the accountant, "or at least a portion of it was, we having sent some to Arthur and some to a friend, Mr. Pereira. We all partook of it, including the servants. It must, of course, have been poisoned, but by whom I cannot conjecture." And the invalid relapsed into a fit of dejection and mental distress.

"Yes, it was unquestionably poisoned," agreed the detective, reflectively. "By the way, of what does your property consist?"

"Mainly of a legacy bequeathed to my wife, who was formerly Rose Mary Stephens, by her father. The terms of the will directed that she should inherit the property in the event either of her coming of age or marrying. The business has been in the hands of solicitors, and will very soon be finally settled."

"And if your wife had died?"

"The property would have gone to the next of kin."

"Michael?"

"Yes."

The detective nodded thoughtfully. After a pause he said:—

"Who is your solicitor?"

"A Parsee named Pestonji Dinshaw," replied De Ga; "he is also an executor. A relation named Anne Pennell is an executrix."

"When do you say the matter of the legacy is to be finally adjusted?"

"On January 5th next."

"Your brother Michael lives at Bandora?"

"Yes."

"Has he any servants?"

"Yes; two."

"Would they be known to your servant Akbar?"

"Yes, I think so."

"Sure?"

"Yes; unless my brother had changed his servants recently."

Here Mrs. De Ga returned, and handed to the detective a small piece of cake on a slip of paper. The Sardar looked closely at it for a few moments; then he wrapped it up and placed it in his pocket. A minute or two after he took his leave.

So far the mystery only seemed to deepen. One of the first things to be done, if possible, was to discover the whereabouts of the coolie who had left the cake at Prospect Lodge, but search how they might the police failed to discover any trace of him, whereupon the Sardar arrived at a practical conclusion.

"He has been murdered!" said he significantly; "murdered by, or by the orders of, the guilty person or persons, in order

was done, and the efforts of the police were eventually rewarded by the discovery of the dead body of a coolie buried in a ditch. An examination revealed the fact that he had been hit over the head with a club and that his throat had been afterwards cut, but he was readily identified by the servant Akbar as the man from whom he had received the cake. This discovery, however, was of very little practical value, inasmuch as, being dead, the poor fellow could tell no tales.

No-body but Akbar could say anything concerning him, and he appeared to have been one of those friendless waifs—human flotsam—to be found in most parts of the world; just the kind of man, in fact, to be made use of by a subtle assassin and, having served his purpose, disposed of without trouble.

Meanwhile, the remnants of the cake, it should be stated, having been subjected to analysis, revealed traces of arsenic. The police were puzzled and annoyed at their inability to get to the bottom of so serious a crime, and a reward was offered for information that would lead to the conviction of the criminal



"HE DESCRIBED THE INCIDENT MINUTELY AND IN A STRAIGHT-FORWARD MANNER."

that he may not turn up and give evidence against them. We must search for the body!"

He then gave instructions to his subordinates to closely scrutinize all those places where the corpse of a murdered man might be concealed, paying particular attention to the nullahs (ravines). This

or criminals; but time went by and no information was forthcoming. Just about this period the Viceroy paid an official visit to Bombay, and the excitement consequent upon this function effectually drove the De Ga case out of the public mind. The Sardar, however, had not forgotten it, and with dogged pertinacity continued his inquiries.

On December 9, Abdul Ali received a visit from a man named Ali Mahomed Borah, who made a sensational statement. He stated that he was a friend of the Parsee solicitor, Pestonji Dinshaw, who had consulted him as to the best method of "removing" two objectionable people, asking if he knew of anybody who, for a consideration, would undertake the business. He, Borah, had suggested a fakir named Khakisha, who lived in a bungalow a little way out of the town, in a thoroughfare known as Third Kamatipura Lane. On the following night, he told the detective, he was to introduce Dinshaw and a confederate

named Saccaram Raghoba to the fakir, when the business would be discussed. Questioned as to why he had betrayed his "friend" in this manner, the informer replied that he was not exactly a friend, but only an acquaintance. He considered it a duty, he added, virtuously, to inform the authorities, and so prevent the consummation of a heinous crime. The Sardar, of course, knew that the reward had a good deal to do with Borah's action, but it was not for him to grumble at the man's motives, so long as his information led to a solution of the perplexing problem of the murders. He therefore acted promptly upon the news he had received. Summoning several of his officers, he imparted the latest development of the De Ga case to them, and then proceeded to question Borah.



"THE EFFORTS OF THE POLICE WERE EVENTUALLY REWARDED BY THE DISCOVERY OF THE DEAD BODY OF A COOLIE."

"Do you know the bungalow where this meeting is to take place?"

"Yes; well," replied Borah.

Is it possible for us to hide inside so that we may be able to overhear all that takes place without our presence being known to the others?"

"Oh, yes," said Borah; "I could arrange that for you. I should suggest that you make your way secretly to the neighborhood of the house, remain in hiding somewhere near—there are plenty of thick bushes about—and then, when the coast is clear, enter the house, and remain in the room adjoining that in which the interview is to take place. I will make a point of going on ahead of the others, and will induce the fakir to quit the house for a few minutes, so as to leave the coast clear for you to enter; there is no one beside himself in the

place. Go straight through into an inner room, in which is a small window looking on to the compound. There you will be safe, and able to hear all that is being said in the adjoining room."

"Yes; that will do excellently," said the Sardar, and his officers nodded assent.

It puzzled the chief detective not a little as to why the Parsee solicitor, Pestonji Dinshaw, should be mixed up in such a murderous business, but he shrewdly surmised that perhaps Mr. De Ga had not told all the facts concerning his wife's inheri-

their place of concealment among the bushes they saw Borah arrive, and shortly after leave the bungalow in company with the fakir.

Having allowed sufficient time for the two men to get clear of the house, the officers stole from their hiding-place and stealthily entered the bungalow, at once making their way to the inner room indicated by Borah. It was a small house, not remarkable for cleanliness, and the fakir apparently lived entirely alone. The place was almost destitute of furniture, being ex-



"HE CONSIDERED IT A DUTY, HE ADDED, TO INFORM THE AUTHORITIES."

ance. However, for the present the rendezvous was sufficient. It was arranged that, besides the Sardar, there should be present in the bungalow of the fakir Mr. Vincent, a collector; Mir Akbar Ali, the Sardar's father; Superintendent Mills; and several police officers. They were to split up into pairs and approach the bungalow by different roads, all meeting at a certain spot prior to effecting an entrance. Accordingly, on the following night this part of the program was safely accomplished, and from

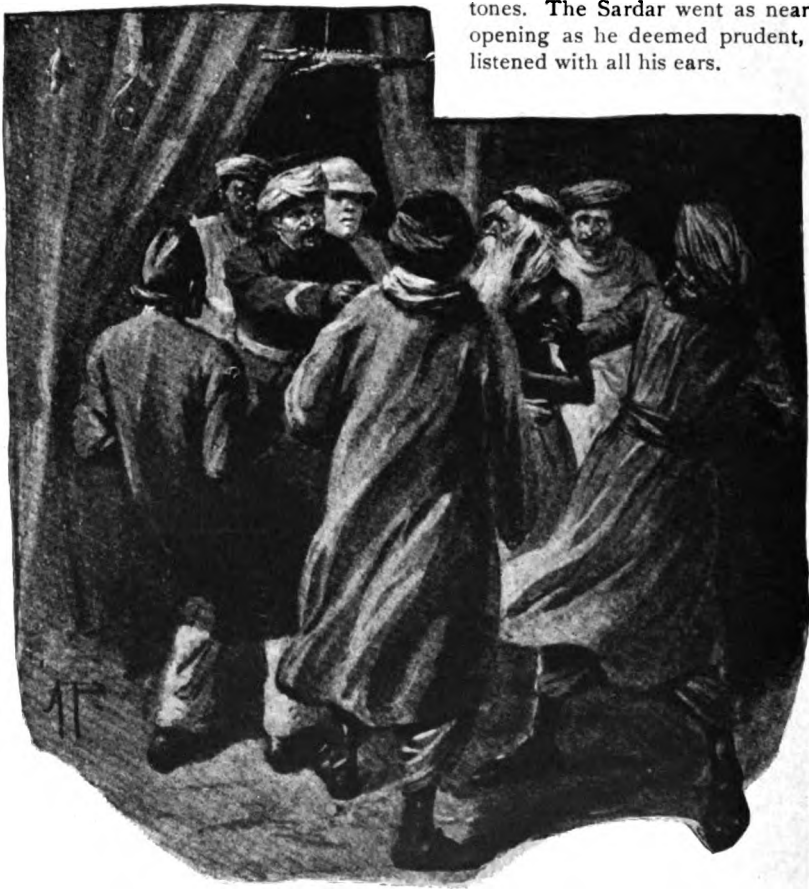
clusively adorned by wierd and uncanny-looking emblems associated with the practice of sorcery. The room they passed through in order to reach the inner apartment was indifferently lighted by a small lamp, and the opening between the two rooms was masked by a heavy curtain. This they drew on one side, entered the gloomy inner room, and pulled the curtains back into place. All that could be done now was to wait patiently for the conspirators to arrive, and accordingly the officers prepared



themselves for a long and silent vigil. It was not a pleasant business, waiting there, almost afraid to breathe, in that dark and stuffy room, but a police officer's duty must be done, whether it be pleasant or the reverse, and so they waited with what patience they could muster for the coming of the plotters.

The chimes of the half hour after ten

approaching footsteps and voices. The sound came nearer and nearer. It was the conspirators at last! Veterans as they were, the detectives felt a little thrill of excitement. Presently the new arrivals entered the bungalow, and soon came into the adjoining room, whereupon the watchers grew rigid with attention. From the sounds it was evident that there were several persons, but at first they spoke in subdued tones. The Sardar went as near the opening as he deemed prudent, and listened with all his ears.



"THE OTHERS SWARMED INTO THE ROOM, HEADED BY THE SARDAR, WHO CALLED OUT, 'YOU ARE MY PRISONERS!'"

had died away, but still the conspirators did not arrive. A quarter to eleven, and no conspirators! The officers began to chafe at the inaction, suspecting that some trick had been played them. Eleven o'clock! The chimes had scarcely finished when the little party in the bungalow heard the sound of

"What service is it you desire of me?" asked the fakir, solemnly.

"I am informed," said another voice—clearly that of a younger man, probably Dinshaw, the solicitor—"that you have the power to visit death upon whomsoever you choose. There are certain persons whom

it is expedient to my interests should disappear. Does your power go so far? I am willing to pay handsomely for such service."

"What are these people," said the old man, after a pause, "whom you wish removed?"

"They are Kristees" (Christians).

"Their names?"

"De Ga."

Here the voices became indistinct, but presently grew louder again.

"It must be done by sorcery," said Dinshaw, emphatically.

"Poison is offensive to the sheth" (solicitor), explained a third person. The voice was not that of Borah, so it must have been the confederate Raghoba speaking.

"Cannot you visit them with a fatal illness?" asked Dinshaw, eagerly. "I do not like poison, as my friend says. It is not to be relied on, is dangerous to those who seek its aid, and sometimes miscarries in its purpose. It must be done by sorcery, old man. Look here, I will make a proposal to you. On the day that these people fall sick I will give you five hundred rupees, and if they are dead within three days I will give you a further two thousand rupees. What say you?"

There ensued a pause of some seconds' duration, during which there reigned a profound silence. Then the old man spoke.

"I must consult my book of divination," he said, and it is also necessary that I should see these people."

"Very well," said the solicitor, quickly, "you shall. You shall be taken tomorrow morning at eleven o'clock and see them. But, mind, this business must be commenced within twenty-four hours, after which my offer does not hold good."

The voices again subsided. The Sardar, turning to his assistants, whispered that they had heard enough, and that the moment for action had arrived. Accordingly, with the swiftness of thought, one of the officers flung aside the curtain and darted across the outer room to the door, thus barring the exit. Simultaneously the others swarmed into the room, headed by the Sardar, who called out:—

"You are my prisoners!"

He then produced his warrant and explained the nature of the charge. All the conspirators were too dumfounded to utter a word, and were handcuffed and removed in custody—all, that is, save Borah, whom the officers purposely allowed to escape.

The next step taken by the Sardar was to pay Mr. De Ga a further visit and request that gentleman to give him a full and particular account of his dealings with the solicitor, Dinshaw. This revealed the following facts: De Ga had taken proceedings against Dinshaw, as executor for his wife's property, in order to remove the business from his hands. This the solicitor strenuously objected to. The plaint was filed in October, 1872, and a rule granted on November 4th. The solicitor tried to compromise, and offered to make over ten thousand rupees in cash and a house of the value of eight thousand rupees in full settlement, but this was declined by the De Gas. Then Dinshaw made a further offer to pay twelve thousand rupees and the house aforesaid in a month from December 5th, and this was accepted.

In the meantime it was clear that the villainous Dinshaw had endeavored to encompass the deaths of the legatees, in order to be rid of his responsibility to find the money. Curiously enough, his first attempt to destroy his former clients—conceived with fiendish ingenuity so as to throw suspicion upon one or other of Mr. De Ga's brothers—had miscarried on account of the De Ga's generosity, which had saved their lives, but had been the cause of the deaths of several other people. It will be noted that the final settlement was to be made one month from December 5th, and it was on the 9th of that month that Borah made his communication to the police.

The case was tried before Mr. Justice Bayley, and caused considerable sensation. The solicitor and his confederate were charged with conspiracy, and on this count they were sentenced to seven years' rigorous imprisonment.

There is no doubt that the mysterious individual in the ample robes, who stood at the corner of the street while the mendicant and the native, who were hired assassins, followed the unfortunate coolie, was Dinshaw in disguise.

The fakir could not be charged with any offense, as he had not consented to anything, so he was eventually released. Rag-hoba died in prison. And so ended the tragedy of the De Ga inheritance.—H. L. Adam, in *The Wide World Magazine*.

## China And Japan—How They Differ.

ALFRED I. HART.

*American Industries.*

**T**HE methods employed in the export and import trade with China and Japan differ greatly from existing conditions with other countries.

All business in connection with exports and imports from Japan are conducted at the three ports of Yokohama, Kobe and Nagasaki, at which places nearly all nationalities are represented with local merchandising firms.

The foreign merchant in Japan is little more than a commission or indent merchant and seldom imports on his own account, but only orders such goods as may have been sold through samples to the native merchant. These merchants are dependent upon the intermediary efforts of their "bantos" or native clerks and are completely at the mercy of these employes. Outside of the port towns mentioned comparatively few Japanese speak English, and it is quite unusual to find any one of the 4,000 foreign residents of the country who have sufficient knowledge of the Japanese language to conduct business negotiations without the assistance of an interpreter; therefore the position of the banto is an ideal one for the unscrupulous native, especially since it is necessary for the foreign merchant or salesman to familiarize them with all details of a business proposition.

As a demonstration of the trickery of the average banto the writer may cite a few personal experiences during his residence in Japan. Prior to the revision of the Japanese tariffs in 1898, a duty of five per cent ad valorem existed on nearly all products, but specific tariffs became effective and one hundred per cent was placed on tobacco in the leaf and in its manufactured form. As a speculation the writer imported a vast

quantity of American cigarettes and tobacco under the five per cent ad valorem duty and held it until the 100 per cent duty became effective. When this stock was offered for sale to the largest native importer or dealer at a price with only a slight proportion of the new duty added to the cost, this dealer in turn made an offer naming the exact quantity held in the warehouse and at a price corresponding with cost f. o. b. New York. This acquaintance with my home price aroused my suspicion, but imagine my surprise when each of the remaining wholesale dealers in the country offered exactly the same price and named the exact quantity of stock I held and in keeping with the offer of the first dealer with whom I attempted to effect business. My banto had given copy of my invoice to one native dealer, and he in turn created a "trust," and each party of this combination agreed that if I sacrificed this stock to anyone of them, that they would equally divide the quantity among themselves.

The foreign merchants in Japan generally import merchandise on a basis of two and one-half per cent commission on the home cost of such goods ordered of them, and few of these local merchants will make a contract or accept an order from a Japanese dealer, irrespective of his financial standing, unless twenty-five per cent, which is termed "bargain money," is deposited as soon as an order or contract is signed, and never do they surrender goods until full payment is covered by the native.

None of our large importers of Japanese merchandise deals directly with the native manufacturers, and in recent years those who have attempted to do away with the middleman and inaugurate direct transactions have paid dearly for their experience.

Most of our large import houses who deal in Japanese wares send their buyers to Japan to select their goods, but the shipment and inspection of them are generally placed in the hands of established foreign firms, who find it necessary to most carefully inspect and check every article before sending forward.

The Japanese have no respect whatever for patent rights, nor does their government offer much protection to foreign inventive genius. The writer sold a valuable cigarette-making machine to a Japanese at

the 'foreign devil,' and 'keto jin,' or 'hairy foreigner,' I will make all machines I want, as I have one and from that model it is easy to build others."

Nearly all foreign commerce of China is confined to the ports of Shanghai and Hong-Kong, the former being the distributing center for the northern provinces, and the latter port supplying the southern provinces. As in Japan, foreign merchants of nearly all nationalities operate at the several ports and act as the exporters and importers for the native firms.



THE FAMINE IN CHINA.

The great famine in China has thus far demanded thousands of lives and the relief sent to the stricken districts has only in part relieved the people from the horrors of starvation and disease. In a country where millions of fatalities are not regarded as they would be in almost any other land, the terrible ravages of disease and death are not shown to the world in the same terrible light.

\$5,000, and within a few months after the machine was in operation the Japanese extended an order for three additional machines, but stated he would not pay more than \$10,000 for the number named, or, in other words, offered \$5,000 less than the actual price. The offer was flatly declined with the remark, "Shikata ga nai," or in our parlance, "Nothing doing," and with this the Jap frankly stated through my banto, "Tell 'injun san,' or in other words

The "compradore" occupies a similar position with the foreign merchants in China to that of the banto in Japan, with the important difference, however, that although in the capacity of an employe selling to the native trade, the "compradore" frequently finances the foreign firm by whom he is employed and has a share in the general profits of the business.

Generally speaking, the Chinese merchants are thoroughly responsible in their

transactions with foreigners. Foreign merchants in Shanghai and Hong-Kong have no hesitancy whatever in executing orders for their native customers without other security than a "chop-chop," or signed order, as a Chinaman's word or obligation is always good. The Chinese merchant abhors everything in business transactions which he may determine as "no plover" and the foreigner who resorts to "tricks of trade" is commercially doomed by these people. The Chinese merchants are more dignified and much quicker to grasp a business proposition than the Japanese, and it is an easy matter for the foreigner acquainted with the vernacular "pidgin English" to dispense with the services of an interpreter. "Pidgin" is a most terse and expressive language in itself. The writer in personally offering some American goods to a large

native merchant, began to give him information as to the cost and other details. The Chinaman abruptly interrupted the conversation with the remark, "Walkee cargo, sleepy cargo?" which, interpreted, meant, "Is the cargo on the way, or is it in the warehouse here?" When it was explained the shipment was en route, the negotiations were satisfactorily ended by the Chinaman's further terse remark, "Can do" (will buy), which words delight the heart of the commercial missionary seeking business among the Chinese.

Whatever may be the fault of the Chinese as a nation, it is conceded by all foreign residents, with general experience in the Orient, that intellectually and in commercial morality these people are far superior to all other Asiatic races.

## How To Sleep.



**Y**ESTERDAY a friend who had heard that I sometimes suffer from insomnia told me of a sure cure," says *Good Health Clinic*. "Eat a pint of peanuts and drink two or three glasses of milk before going to bed," said he, "and I'll warrant you'll be asleep within half an hour." I did as he suggested, and now for the benefit of others who may be afflicted with insomnia, I feel it to be my duty to report what happened, so far as I am able this morning to recall the details. First let me say, my friend was right. I did go to sleep very soon after my retirement. Then a friend with his head under his arm came along and asked me if I wanted to buy his feet. I was negotiating with him, when the dragon on which I was riding, slipped out of his skin and left me

floating in midair. While I was considering how I should get down, a bull with two heads, peered over the edge of the well and said he would haul me up if I would first climb up and rig a windlass for him. So as I was sliding down the mountain-side the brakeman came in, and I asked him when the train would reach my station. "We passed your station four hundred years ago," he said, calmly folding the train up and slipping it into his vest pocket.

At this juncture the clown bounded into the ring and pulled the center pole out of the ground, lifting the tent and all the people in it up, up, up, while I stood on the earth below watching myself go out of sight among the clouds above.

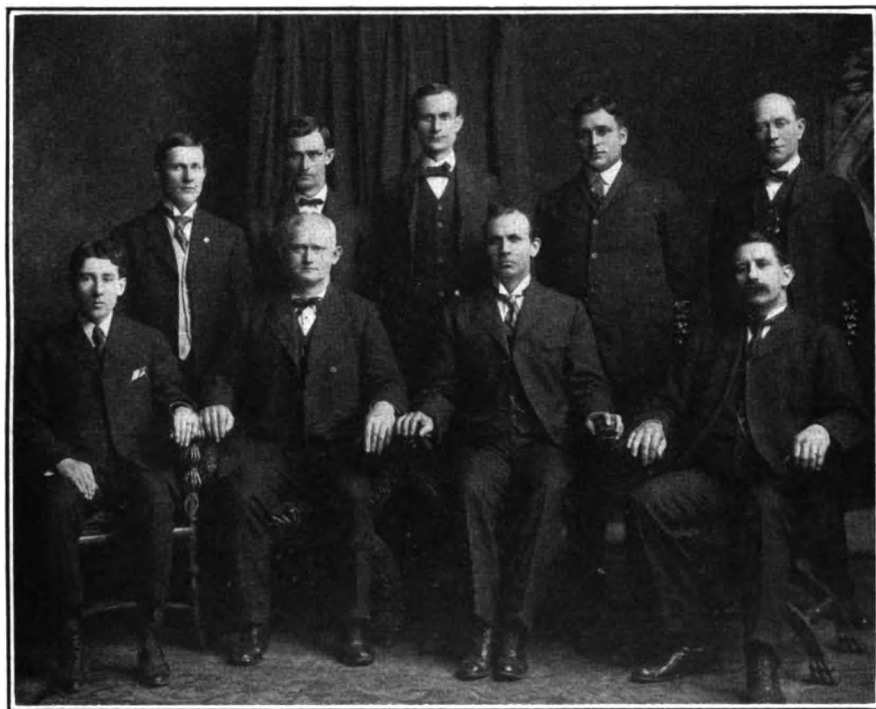
Then I awoke and found that I had been asleep almost ten minutes.



## Safety Appliances—Violations.

FROM AN ADDRESS BY HON. E. A. MOSELEY, SEC'Y. INTERSTATE COMMERCE COMMISSION.

**T**HE charge has been made and defects are promptly repaired and the cars reiterated that because of its again sent forward. There is no juggling of cars back and forth, and no piling up of trackage and per diem on account of penalty defects. I do not believe an inspector largely responsible for the car shortage, would take chances on treating penalty defects in that manner. He would fear



JOINT O. R. C. & B. R. T., GENERAL COMMITTEE, C. & E. I. RY.

Top Row:—C. G. Allen, B. R. T., 675; F. W. Morgan, B. R. T., 231; E. W. Lafaber, B. R. T., 760; Earl Fread, O. R. C., Div. 409; T. W. Davies, O. R. C., Div. 92. Bottom Row:—J. A. Cain, B. R. T., 647; John Britt, B. R. T., 583; R. L. McLemore, O. R. C., Div. 127; F. C. Hurst, O. R. C., Div. 1.

never yet heard of a car being held up and juggled back and forth between two roads on account of safety appliance defects for which neither road cared to assume responsibility. Such work as that occurs only in the case of M. C. B. defects that are clearly provided for by the rules of interchange. It is true that cars are frequently sent back for penalty defects, but in all such cases the that if he did so his road might be called upon to pay penalties in addition to trackage and per diem and he would be asked by his superiors for an explanation that might be hard for him to make. Besides, penalty defects are easily, quickly and cheaply repaired, and there is positively no reason why cars should be unnecessarily delayed on account of them. As a matter

of fact, if all M. C. B. defects were covered by the Safety Appliance Law there would be much less complaint about delay to cars at terminals than there is now and the trackage and per diem charges would not mount up so fast. With knowledge that the handling of cars with those defects laid the roads liable to a penalty would come an adequate system for promptly and efficiently repairing them.

Neither is it true that the Commission has exercised undue severity in its enforcement of this law. Copies of our inspection reports are regularly sent to the managing officers of all roads, so that they may note the condition of equipment as found by us at regular intervals and observe whether improvement or the reverse has taken place. We have never yet entered suit without giving fair warning and ample opportunity to correct any unfavorable condition that was shown to exist. It is not the purpose of the Commission to enter into a crusade for the collection of penalties, and its inspectors are instructed to use the utmost care and circumspection in filing reports of violations. They have been impressed with the idea that the purpose of the statute is what we are seeking to obtain, and not the imposition of penalties. The Commission has always discouraged the idea that the measure of an inspector's efficiency is the number of violations he may file against carriers, and it is a matter of supreme satisfaction both to the Commission and its inspectors when the ends of the statute can be obtained without prosecutions. I think I may safely say that the members of this Association have had sufficient experience in dealing with the Commission to know that carriers who are honestly and conscientiously endeavoring to comply with the law have no reason to complain that the Commission is unduly severe in its enforcement. We have no wish to collect penalties. It would greatly please the Commission were its inspectors able to report perfect conditions on all roads, and it is hoped that the members of this Association may in the near future bring about such good conditions of equipment that prosecutions may practically cease.

But there will be no slackening of effort.

The expressed determination of the courts is to uphold the law, and through the numerous opinions that have been filed its interpretation in practically all essential particulars has been clearly established. The uniform success that has attended prosecutions is a matter of gratification to the Commission, and demonstrates the care which our inspectors have taken to secure correct information and the high character of the testimony they have furnished in court. In a case decided less than a fortnight past a judge from the bench paid a high compliment to two of our inspectors for their intelligence, and the lucid testimony they furnished on the witness stand. Out of prosecutions for 927 violations of the statute to date, adverse decisions, involving four penalties, have been rendered in but one court. These cases are now pending on appeal to the circuit court of appeals for the eighth circuit. 428 cases are now on the trial dockets, and penalties have been paid for 350 violations.

Of the various defects constituting the basis of prosecution, inoperative uncoupling mechanism constitutes a large majority. There are 672 cases of this character. In 22 cases the chain had become kinked and wedged in the body of the coupler, thus rendering it impossible to lift the lock block. In 92 cases the lock block was either broken or missing. In 5 cases the chain connecting the lock block to the lever was too long, rendering it impossible to lift the lock block. In 76 cases the lever was missing. In 23 cases the lever was broken. In 433 cases the uncoupling chain was disconnected from the lock block, caused by broken links in chain, broken or missing clevis or missing clevis pins. There were 15 cases of link and pin coupler; 21 of inoperative driving wheel brakes on locomotives; 66 cases of failure to have the required percentage of air brakes; 2 broken couplers; 102 missing or insecure grab irons; 21 cases of draw bars either greater or less than the standard height, and 27 cases of cars without couplers fastened together with chains.

The most striking thing about these cases is that in many instances carriers have paid out hundreds of dollars in penalties which could have been entirely avoided by the ex-



**LOOKOUT MOUNTAIN INCLINE.**

**This road is 4,750 feet long; steepest grade 67 feet to 100; average grade 33 feet to 100. This is one of the longest incline cable roads in America, and was erected at a cost of \$100,000.**

**The terminus is directly in front of the Lookout Inn.**



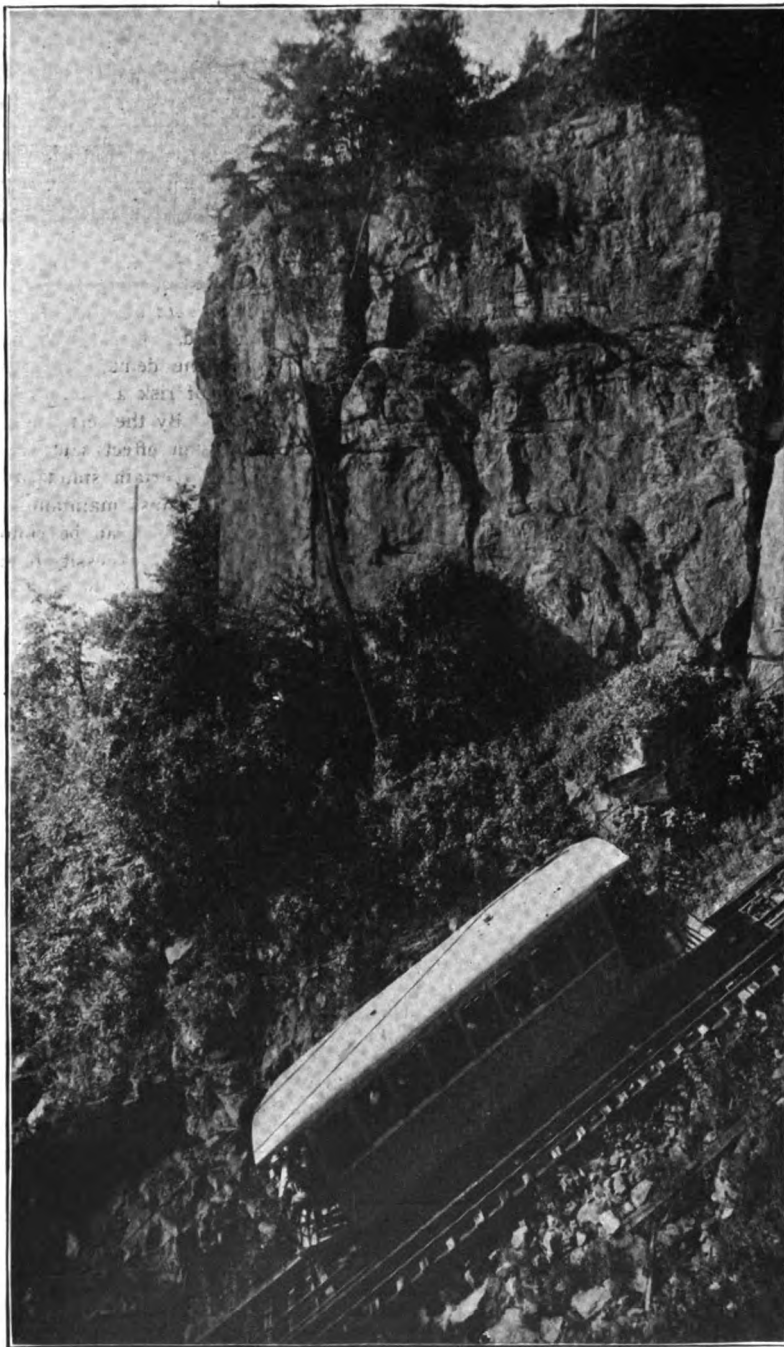
penditure of a few cents in labor and materials for repairs. One road paid \$1,400 for defects that could have been repaired at a cost of \$6.45; another paid \$1,300 for defects that could have been repaired for \$2.45; another paid \$600 for defects that 80 cents would have fixed; another paid \$300 which could have been avoided by the expenditure of 15 cents. In four typical cases, \$4,900 would have been saved by the expenditure of \$11.97; \$4,200 by \$8.53; \$3,100 by \$7.80, and \$2,900 by \$2.35. A total of 282 violations, involving fines amounting to \$28,200, could have been avoided by the expenditure of \$68.03, or an average cost per violation of 24 cents. These estimates have been made with considerable care from the scale of prices furnished by this Association. They seem to indicate beyond any question of doubt that it is cheaper to repair safety appliances than to pay penalties.

There is still considerable complaint about unnecessary handling of chained up cars, and the Commission has often been appealed to for a ruling as to a carrier's liability for handling cars in this condition. It is sufficient to say on this point that the Commission has no power to modify the terms of the statute in any particular. Carriers must in all cases judge for themselves whether or not a particular act is in violation of the law. There is now such a large body of court decisions to refer to that little difficulty should be experienced in arriving at a correct understanding of a carrier's rights under the law in most cases that may chance to arise. The movement of chained up cars has been declared unlawful by Judges McPherson, Wolverton, Trieber and McCall. The substance of the holding of these four judges is that the carriers of the country cannot localize all repairs at one shop of their entire system, but that they must have men and material which can make all these safety appliance repairs wherever there is any likelihood of defects occurring. As Judge Purnell said in his decision in the Atlantic Coast Line case that "The United States is entitled to recover the statutory penalty for violation of the Federal Safety Appliance Act under all circumstances where an injured employe has under that statute the benefit of denial of 'assumption of risk,'" it would appear that the government has a

right to recover penalties for any and all movements whatsoever of defective equipment. As the employe does not assume the risk attending the movement of equipment not complying with the requirements of the law even to a repair point, such risk must be borne by the carrier and not by the employe.

Complaints continue numerous respecting the bad condition of hand brakes. With the rapid increase in the use of air the hand brake has been neglected, and I cannot too strongly urge that more attention be paid to its condition. The hand brake is called into use to a greater or less extent to insure the control of trains in cases of emergency and in special conditions of service. It is also necessary to use it when setting out cars along the road, and in switching movements, especially in gravity yards. Many employes have suffered serious injuries in gravity yards because of defective hand brakes, and to this cause may be attributed much of the damage to cars and their contents which is commonly laid to rough usage or carelessness in switching. Our inspectors still find many hand brakes working opposite to the air brakes. This is extremely dangerous and it has been so repeatedly condemned that it is somewhat surprising to find such a condition existing in any degree at this time.

There is still much to be accomplished in the direction of securing uniform compliance with the Association's standards. Recognizing the need of uniformity, the Commission has endorsed your standards and endeavored to uphold them in every possible way. Its attitude has practically given your standards for the protection of trainmen the force of law. In view of this condition it seems as though it should be a matter of pride with every member to adhere strictly to the standards which have been agreed to after the most careful consideration. But we find many cases where individuals have adopted their own ideas of equipment, in opposition to standards, although employed by members of this Association who have signified their approval of those standards. This lack of uniformity is particularly noticeable with respect to the application of grab irons. In many cases



LOOKOUT MOUNTAIN, TENNESSEE INCLINE RAILWAY.

Lookout Mountain is reached by way of an incline nearly one mile in length and which in one place shown here, has a grade of 76%. The view from the top of the mountain is one of the finest in America and from it one can look out over seven states.

the practice seems to be to stick them on any old way, just so they are got onto the car, and it is not unusual to find grab irons applied differently on opposite ends of the same car. Uniformity in these matters is greatly to be desired. It is of more importance than the comparative merit of different devices or methods of application. Conceding that a particular method advocated by an individual may be, considered by itself, superior to the standard in point of both safety and convenience, still it cannot be approved if it destroys uniformity. What trainmen want is uniform application. They want to know, when they attempt to use a grab iron, a sill step, ladder or uncoupling lever on any car, that they will find the device in the same location, and applied in the same manner as they would expect to find it on every other car of the same class. This is especially important for the protection of men in switching cars at night, particularly in gravity yards and terminals where large numbers of cars are handled with the greatest possible dispatch.

In some portions of the western territory our inspectors have observed that in repairing safety appliance defects preference is given to penalty and per diem cars—that is, equipment of other roads. This, of course, is for the purpose of facilitating the movement of such equipment to avoid trackage and per diem charges, but it frequently results, in places where the repair force is limited, in the neglect of other equipment and such other equipment is handled about yards, delivered to industries and interchange tracks, and sometimes permitted to go forward in trains with safety appliances in defective condition. The remedy for this appears to be increase in the repair force to a point that will permit of prompt repair to all defects without reference to the charac-

ter of the cars on which they exist, and what has been previously pointed out with respect to the cost of repairs as compared with the penalties paid in court may tend to convince carriers that an adequate repair force at all points is a measure of actual economy.

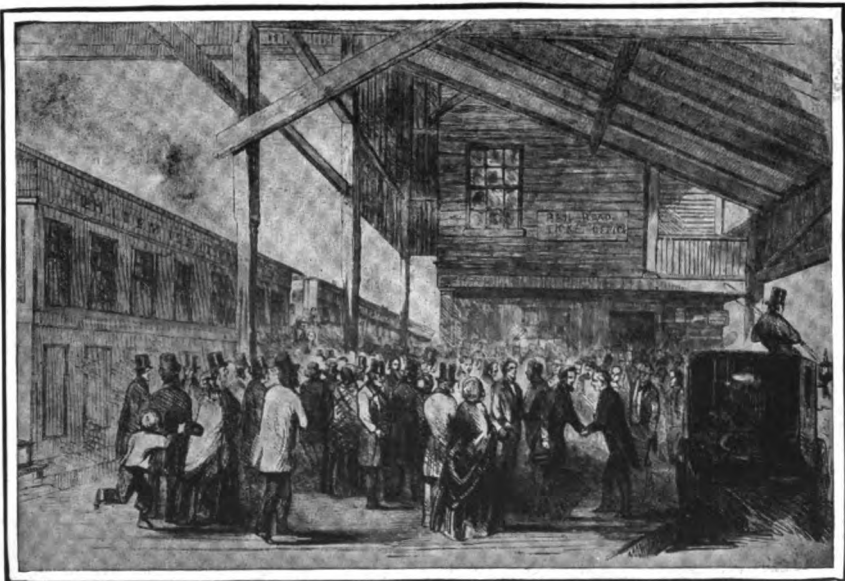
The tendency of federal legislation is to increase the financial responsibility of carriers for personal injury to their employees. This was attempted in the Safety Appliance Law by providing two penalties for its violation, first a direct penalty of \$100 set forth in Section 6, and, second, an indirect penalty involved in the denial of the defense of assumption of risk as contained in Section 8 of the law. By the terms of this law, the government in effect said to the railroads: "Here are certain standards of equipment which you must maintain; you must use car couplers that can be coupled and uncoupled without the necessity of men going between the ends of the cars and which are maintained at certain height; you must equip your locomotives with power driving wheel brakes and appliances for operating the train brake system; you must apply secure grab irons to the sides and ends of all cars, and you must have a certain percentage of the cars in every train equipped with power brakes in an operative condition so that the engineer of the locomotive hauling such train can control its speed without requiring brakemen to use the common hand brake for that purpose. Failure to observe any one of these requirements will subject you to a penalty of one hundred dollars, and in addition thereto, if an employe is injured or killed through the use of equipment in violation of law, you cannot avail yourselves of the common law defense of assumed risk to avoid financial responsibility therefor."

## Topics Of Railroad Interest Fifty Years Ago.

The opening of the Ohio and Mississippi Railroad, which completed the chain of rail communication between the Atlantic coast and the Ohio valley, was celebrated with great enthusiasm in the city of Cincinnati on June 3d, 1857, and several succeeding days. The invited guests were chiefly from the South and Southwest, and they were received at Chillicothe by a committee of Cincinnati citizens. On their arrival in the city itself the mayor and prominent citizens, attended by military escorts, welcomed them again. The first day of the celebration was opened by the firing of cannon, and there was a procession in which State and city dignitaries, school children, soldiers, and members of civic organizations were marshaled to give expression to the delight felt by the city in the inauguration of an era of great commercial activity. Conspicuous among the paraders were the members of the Cincinnati fire department, one of whose old-style engines is shown in our illustration. *By Courtesy of Leslie's Weekly, Copyright Judge Company 1907*

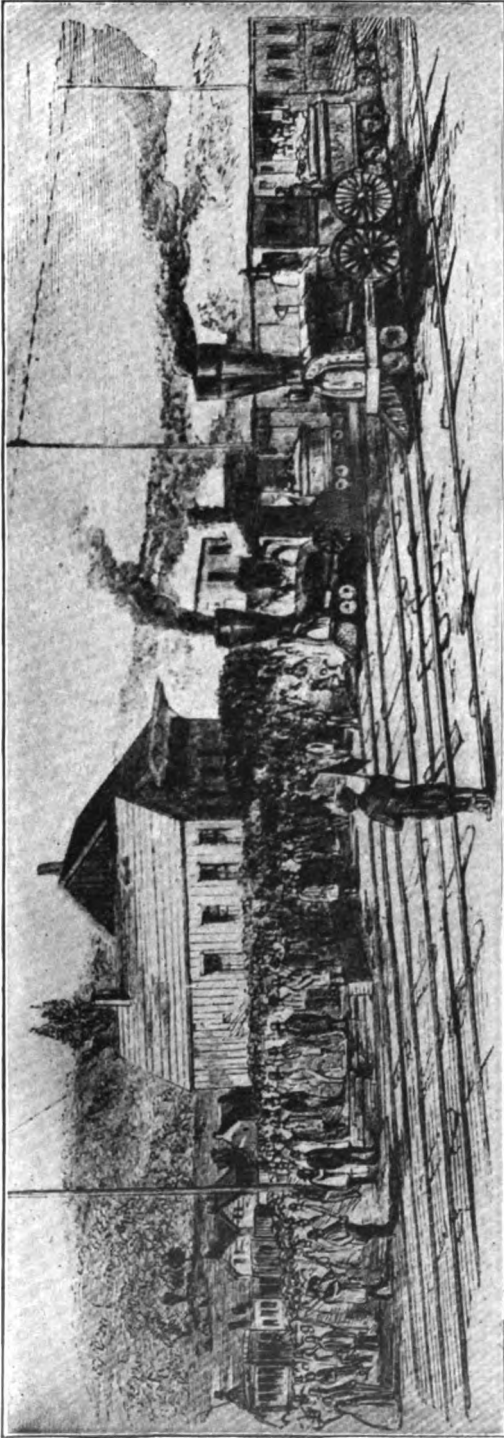


CINCINNATI'S CELEBRATION OF THE OPENING OF THE OHIO AND MISSISSIPPI RAILROAD, JUNE 3rd, 1857—THE MAYOR RECEIVING GUESTS

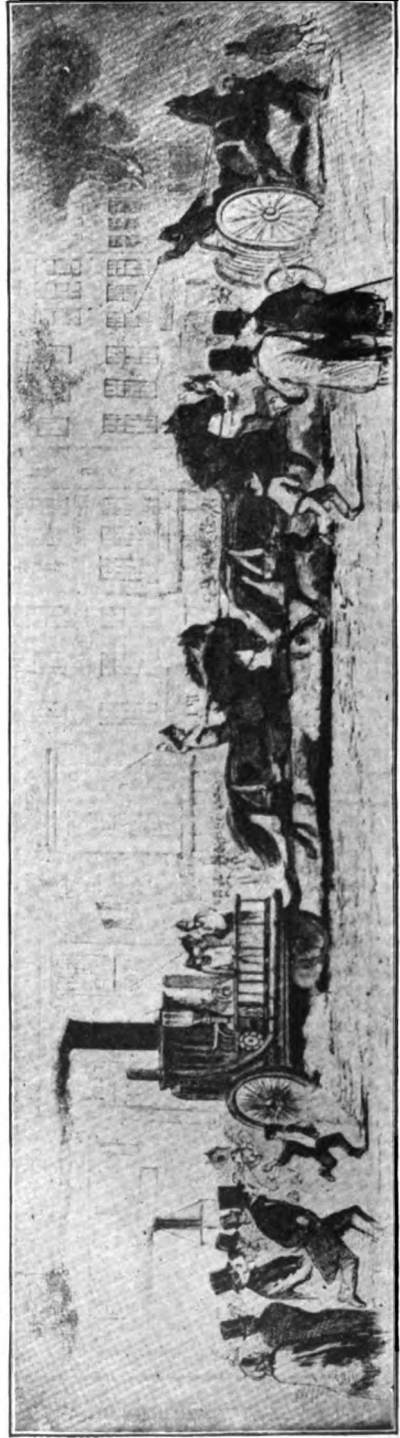


CELEBRATION COMMITTEE EXTENDING OFFICIAL COURTESIES TO ARRIVALS IN CINCINNATI FROM THE WESTERN STATES

(By Courtesy of Leslie's Weekly, Copyright Judge Company 1907)



CITIZENS OF SOUTHERN STATES, BOUND FOR THE CINCINNATI CELEBRATION, WELCOMED AT CHILLICOTHE, O., JUNE 3RD, 1857.



THE PRIDE OF CINCINNATI'S CRACK FIRE DEPARTMENT.—One of the engines responding to an alarm during the Railroad Celebration. June 3rd, 1857  
By Courtesy of *Leslie's Weekly*, Copyright Judge Co., 1907

## The Stage Driver's Proxy.

BY CLOUDESLEY JOHNS.  
*Saxby's Magazine.*



E will come."

"Well, why doesn't he, then?

It's all right to say he'll come, but I want to see him do it."

"You can't expect the stage to be always on time in a country like this. It's been late many a time, even since Bob had it; but when Bob Marvin brings her in late it's when no one else could get her here at all. Last winter, when the bridge over Cinnamon River went down, Bob came nine hours behind time, and apologized for being late.

"Where's your leaders?" asked the postmaster, for Bob came into town with only four. 'Dead beat,' says Bob. 'I had to leave 'em.' 'How'd that happen?' asks another. 'Cinnamon River bridge gone.'

"I tell you, sir, we wouldn't have believed another man on earth but Bob. You've seen the river where the bridge crosses, and you know how high the water'd have to be. For more than fifteen miles each way from the bridge it's just that way, the banks, and there's no place where it's less'n four or five feet on the far side from here, at flood time. And as for the river, it ain't nothin' now to what it is then.

"How'd you cross, then?" I asked him. 'Swum, by God!' says Bob. 'But the bank?' 'Tain't but about four feet now at Huston's, on the far side, an' none at all on this side.' 'Huston's?' 'Yes; that's why I'm late.'

"You see, Mr. Mayfield, Huston's ranch is more than fifteen miles down the river from the bridge, and no road. Think Bob'll come through tonight?"

"But, great heavens! hasn't he got sense enough to turn back from a thing like that when he's got passengers—women?"

"I don't want to scare you about that girl of yours, sir, but if she's on the stage now, you'll see her before midnight, and I'll bet on it. Bob'll not turn back for anything; but he's safer than most, just the same, for he'll come through when another driver'd

turn back and then wreck the stage anyhow."

George Mayfield was in Hazard's Camp because he owned mines there; his daughter was coming chiefly because she very much wanted to, and partly because her father desired it. Now the stage he expected her by was already half an hour late, and Mayfield was growing anxious. The account he had just listened to did not make him feel more comfortable, either.

The men grouped about the Hazard's Camp postoffice and store were not excited. It was unusual for the stage to be late in summer, to be sure; but, then, it was Bob Marvin who was driving and he would come through.

Now and then the postmaster—storekeeper, banker, and many other things, all in one—came out with a lantern, and, holding it high above his head, looked down the road by which the stage would come, listening for the hoof beats of the horses.

An hour after her time, and the stage not in yet. The postmaster's face looked pale in the light of his lantern. He and Mayfield were restless and excited; the others, too, had begun to grow uneasy.

"Boys!"—the postmaster's voice was a little unsteady—"you've got to ride to meet her. Something's happened."

"Naw, Bob's all right. She'll be here d'rectly."

"There's nothing to stop her this weather—nothing only just one thing."

The postmaster spoke with visible effort.

"What's that?"

"Bob carries five thousand in coin to-night."

For an instant no sound came from the crowd in front of the postoffice; then, with a guttural growl, it surged toward the stables, but stopped suddenly, perfectly quiet again. In Hazard's Camp the silence was absolute, except for the stamping of the horses in the stables, but from far down the rock road came faintly the rapid beat



JOINT GENERAL COMMITTEE, O. R. C., AND B. R. T., SOUTHERN PACIFIC COMPANY, ATLANTIC SYSTEM.

1 E. S. Harrison, B. R. T., 576; 2 D. Fitzgerald, B. R. T., 145; 3 J. C. Sears, B. R. T., 451; 4 A. J. Connes, B. R. T., 317; 5 M. A. Whittle, B. R. T., 80; 6 P. W. Lastrow, B. R. T., 662; 7 W. H. Leap, B. R. T., 52; General Secretary Joint Committee; 8 J. W. Hudson, B. R. T., 52; 9 M. Cutting, B. R. T., 697; 10 S. H. Parkinson, Chairman B. R. T. Committee; 11 F. Apple, B. R. T., 80; 12 H. D. French, O. R. C., 383, Vice Chairman O. R. C. Committee; 13 W. Lowder, B. R. T., 738; 14 J. W. Ferguson, O. R. C., 76, General Chairman Joint Committee; 15 J. B. McKenzie, B. R. T., 712; 16 S. V. Betters, O. R. C., 76, Secretary O. R. C.; 17 J. C. Marring, O. R. C., 7; 18 H. Averill, O. R. C., 398; 19 W. M. Stockwell, O. R. C., 69; 20 L. Mustermann, B. R. T., 214.



of iron-shod hoofs galloping upon the stone.

"Driving like the deuce!" muttered one.

Louder and clearer came the sound of the galloping horses and the rumble of the wheels on the stony road. There was hushed expectancy in the town, for even Bob Marvin did not often drive like that. At last the stage appeared, swaying fearfully from side to side behind the six plunging horses, and a ringing cheer went up from the crowd. Then, as the driver stood up, leaning far back to rein in the maddened horses, the cheer ended in a gasp of amazement, and silence fell again on Hazard's Camp.

\* \* \*

When Bob Marvin, stage driver, left Union City on the morning of July 23, he felt unusually elated. There was not much excitement in driving a stage in summer; no washouts, no floods, no snowdrifts—no fun. So thought Marvin. Today, however, he was to carry coin to the amount of five thousand dollars, and a young lady—a very pretty young lady, who, best of all, preferred riding on the box.

"Don't you think you'll be lonely out in the camp?" asked the driver, presently.

His companion laughed. "Are you?" she queried, in reply.

"No, I ain't; but—well, should think you'd be."

"Yes? Why, I've been longing to live in a mining camp for years."

"But you don't know how it is yet, and you mayn't like it." There was unquestionable anxiety in the voice, and the girl looked at Marvin mischievously.

"Oh, don't I, indeed? I know it well; but I've always had to go back to school. I'm not going back this time; I'm going to stay in Hazard's Camp."

A few moments of silence. Marvin was apparently thinking of something pleasant, for he smiled, and the lines hung slack in his hands. The girl watched him with laughing eyes, as if she divined his thoughts. As he turned to her again the amused expression faded suddenly from her face, and she became suspiciously demure; but Marvin was not suspicious by nature—at least, not under such circum-

stances as the present—and he did not dream that she was laughing at him.

"Ever drive horses?" he asked.

"Oh, yes, often; but never so many at once," she responded, looking doubtfully at the six fiery animals; yet she took the lines as he handed them to her, and drove the six for a time in silence. She was watching the horses, and trying to appear unconscious of the fact that he was watching her.

"There are too many lines," she said, presently; "they are hard to hold."

"Not many girls could hold them at all, to say nothing of the team." Marvin would have been sorry to see his horses controlled by a girl if the girl herself had pleased him less.

"Drive the leaders," he said, separating the two lines and taking the rest himself.

Ten miles almost in silence, and then, suddenly:

"Do you know what you're sitting on, Miss Mayfield?"

"What I am sitting on?"

"Five—" Then he remembered the two passengers inside the stage, and his voice sank to a whisper: "Five thousand dollars."

"Yes?" she whispered. "And they have you take it through alone?"

"No one knows it."

"Oh, yes; I do."

"No one else but one man in Hazard's Camp and two in Union, besides us"—the "us" being accented slightly.

"Don't you know it is dangerous to tell such things to a woman, Mr. Marvin?"

"I wouldn't to any—" he stopped, apparently uncomfortable.

"We stop in—what is the place? Supposing I should speak of it there?"

"I ain't afraid."

At Dwyer Station, which the stage reached at three o'clock, they stopped for dinner, and changed horses. The other two passengers went no farther.

"You'd better ride inside, Miss Mayfield," suggested Marvin, when they were about to start.

Miss Mayfield shook her head, smiling. "No; I would rather ride on"—she flashed a laughing glance at him—"on top."

Marvin lifted her up, and was about to



follow, when he was hailed by the man who had the care of the stage horses at Dwyer Station:

"Bob, this tug's too low; look at it."

Marvin, from where he was, could see that the tug was right, and he wondered what was up. He stepped close to the man, and leaned over as if to shorten it.

"You carry coin, Bob—heard 'em talkin' about it last night. Nine—four here, five gone on—horseback—in that pine-tree bend, likely. Don't give me away—there's only three of us here, you know."

Marvin swung himself to the box, taking the lines from Miss Mayfield.

"Quick," he whispered; "stand up; say you're sick, or something. You must stay here."

"Why?"

"They're onto the coin. Quick, now! I must start—some of the fellers here."

"I'm going on."

There was no time for argument, and perhaps Marvin was not inclined to oppose Miss Mayfield's intention; at any rate, his yell to the horses was peculiar; it might have been a cry of delight and approval. Miss Mayfield smiled, but she was not laughing at him. The brake flew back, the long lash curled in the air and snapped above the leaders' backs, and the stage started with a jerk.

Eight miles from Dwyer Station, Marvin drew up.

"You must ride inside," he said.

"Why must I?"

"They're going to try holding up the stage."

"So I supposed."

"Well, I think I know where they are, and if they're there, we won't run into 'em till about eight; but maybe they're closer. Get inside, and soon as they shoot, lie down."

"How many are there, do you know?"

"Five."

"You can't fight five men, and you on top, in plain sight; you must go back."

"I won't go back. Anyhow, there's four of 'em there, and I'd have to fight 'em alone. Besides, I ain't going to fight these fellers in front if I can git out of it."

"How?"

"Go round 'em."

"Then, there's no danger, and I'll stay here."

"Might not be where I think. Might run onto 'em."

"Then you'd have to fight them, and you couldn't drive."

"If you stay up here I'll just have to give up to 'em if they jump me," said Marvin, plaintively.

"You won't do any such thing."

"You must get down."

"Well, I won't."

Marvin was in a quandry. He could easily lift the girl to the ground and put her in the stage, but that—no, it wasn't to be thought of. He threw the brake and drove on.

Half an hour after dark, when within six miles from the point where the road curved around through a thick grove of pines, the stage swung out of the road, and went bounding and swaying over rocks and brush.

"We'll be 'way late," said Marvin, dismally.

The girl laughed.

"But it don't matter," added Marvin, more cheerfully.

When nearly to the river the stage turned back into the road.

"Beat the brutes, by—er, thunder!" exclaimed Marvin, as his leaders went on the bridge. Then he pulled the team up short, drawing in his breath sharply.

"They've heard us," he said slowly; "they're coming."

"Can't we beat them?" cried the girl.

"They're on horseback."

"Cut down the bridge!"

Marvin looked from the bridge to Miss Mayfield, smiling.

"Throw out the box!" She stood up, and tried to raise the seat to drag the treasure box from underneath.

"Hold the lines a minute, girl," said Marvin.

"What are you going to do?"

"Hold the lines a minute," he cried, impatiently.

She took the lines; then Marvin laid his revolver on the seat, grabbed his rifle, and leaped clear of the wheel to the ground.

"Now, girl, drive, and drive like hell; some of them will follow you."

"I won't!" she cried.

"By God, you will! G'up, Fox—Bud!" He fired over the backs of the horses, and they broke into a run across the bridge.

The girl tried to hold in the frightened horses, but they ran on. She turned to look back; Marvin was not in sight. The stage had swung out in the brush, and now she turned the horses back into the road. She kept them there, and her eyes fixed steadily upon them. Rigid she sat, and breathless, moving only with the swaying of the stage. On went the flying team. Then, from far back, came the sound of a rifle shot. The girl shivered as if the ball had gone through her, but she made no sound. Rapid firing for a moment, and then the sound of hoof beats on the planking of the bridge. Then she stood up, silent still, and lashed the team into a harder run. Mile after mile, with the stage rocking and plunging, and still she whirled the long whip, reaching as many of the horses as she could. Behind her at times she could hear the hoof beats on the rock road.

The stage passed over a ridge and went tearing down the farther slope. The driver looked back and saw her pursuers silhouetted blackly against the stars as they topped the rise; there were two of them.

Two miles further the girl heard the horses running close behind, and a shot whistled over the stage. The lines were

tied to the seat, and she dropped them, letting the team go as it would. Turning she held the revolver in both hands, aiming deliberately, and fired six shots at the riders. She was unarmed now, but they did not know, and they stopped. The team dashed on.

At last the lights of Hazard's Camp came in sight, and the horses ran slower, till in front of the store the driver, leaning far back, throwing all her weight on the lines, brought the team to a standstill.

She dropped the lines, and, still standing, pointed down the road over which she had come.

"Go back!" she screamed. "Go back and kill them!"

She stood rigid, outlined against the starlit sky; the men, with a growl like that of a bulldog when he takes the hold he will not loose, moved toward the stables again.

When they rode back past the store, the quivering stage horses were being taken out, and a trembling, sobbing girl lifted from the box.

Grimly silent, the avengers galloped down the road, resolved not to return till their mission was fulfilled. Yet they did, for by the bridge they found the stage driver, so wounded that he should have died; but this was the unaccountable Bob Marvin. He lived.

## Ten Cent Overalls.

**I**T has been said that the workingman's best friend is the workingman himself, and, it might also be added, the workingman's worst enemy. Hundreds of thousands of dollars have been spent in vain endeavor to educate the working people of this country up to a standard where they would co-operate with other men and women in trying to stamp the sweatshop out of existence, while the ablest writers and most eloquent speakers in the United States have vividly portrayed the bestial conditions under which such goods are manufactured. But let somebody who wishes to test the matter inaugurate a ten

cent sale of underwear or overalls and it will be found necessary to call upon the police to control the surging mob of workingmen who will push and crowd to get in line for the "bargains." What matters it that some poor underpaid consumptive was hurried into a premature grave through inability to earn a half decent living when grinding out these "bargains?" Emaciated children may have sobbed their lives away while sorting the goods and helpless girls have sold their virtue to obtain the bread that could not be purchased with the miserable pittance given those who toil in the sweatshops; but ruined lives, broken hearts and outraged virtue count for naught when

overalls are sold for only a dime, and the tears stitched into every seam of that underclothing will not be noticed when covered by a ten cent bargain tag. Pitiful sobs and unanswered prayers may have been woven into the fabric, blasted hopes, lost ideals and endless suffering may have embittered the lives of the bargain makers; but bargain seekers can be found by the thousands among the workingmen who know but little and care less how bargains are made possible. The employer refusing to pay Mr. Bargain Seeker \$3 a day for eight hours is often denounced as a capitalistic leach who sucks the life's blood from those who toil, but what shall be said of workingmen whose damnable selfishness creates and supports a market where ten cent overalls and underclothing is necessary to mercantile success? The reviled capitalist never buys these goods he manufactures, or offers clothing of this character

for sale if the workingmen themselves did not rush into the busy marts of commerce where such clothing can be procured. It is workingmen that support the hell holes of industrialism where this cheap material is manufactured, for it is workingmen who patronize the stores where ten cent underclothing and overalls are offered for sale. There are hundreds of handy little household articles that can be made and sold for a dime without injury to artisans, merchants or purchasing public; but the workingman who knowingly spends his money on sweatshop goods has no moral right to demand a higher wage from his employer, or he has not one-tenth part of the human feeling oftentimes displayed by the capitalistic merchant, who is impelled to handle such goods by reason of that workingman's insistent demand for ten cent overalls.—  
*Union Signal.*

## What Is To Become Of The Old Men?



OUNG Men Wanted," is the cry from every place.

Why should a young man believe he has no chance nowadays? As a matter of fact no one but a young man has much of a chance. He has a monopoly of opportunity.

The commercial and the industrial world want young men. The pews want young preachers. It is hinted to the middle-aged surgeon that he has lost his "nerve." And teachers dare not grow old.

The corporations draw the line for activity at 45 years.

In the old days a man was good for service up to 65 or 70.

What are the reasons? In a word—Profits, Dividends. The standard of a day's work is based on a large output at a low expense. The old man cannot keep the pace the age sets for big returns.

Another reason is found in the fact that more and more are women and children offering to do the old man's work—and for less wages.

The labor unions have noted this tendency, and for years have been bracing the workers in the industrial ranks against it.

The labor unions—to their great credit—have constantly fought for a shorter day's work, for the prevention of child labor, for a man's wages for a woman's work. They have tried to call a halt on immigration and have opposed piece work because it sets up an inhuman standard for a day's work.

And this striving has been largely in vain.

Under present conditions men who would be good for 15 to 20 years of honest labor under humane provisions are everywhere set aside.

What will society, which is responsible for squeezing them out, do with these old men?

Shoot them, as it shoots the old horses? Pension them?

They do not want pensions. They want work, work such as they are able to do and, because of experience, able to do well.

Our prosperity is making a lot of men old before their time, which is economic waste—to say nothing of heart break and suffering.

What is to be done with the old men?  
—*Cleveland Press.*

# THE FIRESIDE

This Department is open to all women friends of the Brotherhood.

## "Organization."

I would like to say a few words in behalf of Brotherhood organizations, which you are proud to say are upheld everywhere. Be loyal to your lodges. Don't think your obligations have been complied with simply because you have paid your dues. You are a member, and why not attend the meetings, so you can assume a little of the responsibility? It is your duty and to your interest to do so. Don't expect others to protect the lodge for you. Above all, don't go around outside making uncomplimentary remarks about what is done at the meetings, because they didn't just happen to do as you would like to have had them. Just put your shoulder to the wheel, and be faithful; be on hand next time, for it is a noble cause, and you will reap your reward.

Where are you when the meetings are in order? What has come between you and the Brotherhood? To say you are tired of it would only bring shame to you, so we know it is not that. Have you been sick and in distress? If so, you surely were not neglected. So there is only yourself left, to make a poor meek excuse for not tending more strictly to meetings. There are always a few old "standbys" that are depended on being there, and you don't stop to consider the same old routine of lodge work thrust upon them. Come now, brace up, and let sociability exist among all Trainmen. Get better acquainted, and when duty calls you to the bedside of an injured brother, you won't have to go feeling ashamed for fear you haven't met him, simply because you neglected those meetings.

Do you ever stop to think what the subordinate lodges think of the operations of such a lodge, with members accused of such "negligence?"

Be an honor to your B. of R. T. and pay your dues promptly. Don't ask your Collector to keep "holding you over." You forget how many more say that besides you. This is not encouraging. Be considerate and ask yourself if it is what you call "Brotherhood."

Show your deepest interest in this organization; it has undoubtedly raised your wages, and improved conditions all along for you, and last of all, secured respect for you. "Work for those who have worked for you." Remember the high character of such an order as the B. of R. T. is reflected through the columns of the TRAINMEN'S JOURNAL every month, and let us be proud to say there could be a no more honest reflection. Just

place your order on a basis of honor, and have that honor above reproach. It is safe to say you will never regret doing so.

Cheer up and be happy, boys, and if the cloud of adversity hangs over you, don't think your lot harder than anyone's else. Just stop and think it might be worse. Make the best of life, and to be successful just put on the smile that won't come off. Never look for friends to sympathize with you; they have troubles of their own. Every cloud has a silver lining, so start out to find yours. Remember adversity has often led to real happiness. Just mingle the bitter with the sweet.

So let us hope the B. of R. T. ship will calmly and nobly sail the sea of life, and may we never see her sails stained with Brotherhood dishonor. And may your one great motto of Benevolence, Sobriety and Industry be sufficient to keep her proud name of "Brotherhood" above the dark and gloomy waters below. Let every railroad man enroll as a sailor of this staunch old ship, and be known as a B. of R. T. boy. Remember the B. of R. T. was organized for a grand, good purpose, and we all know it has grown in influence and membership. We would not be afraid to say that it is among the highest in the world. I am,

MRS. JAMES KENDRICK,  
Barre Plains, Mass.

## Advice To Girls.

There are several sorts of girls who should not attempt to come to the city to earn their living.

One is the sweetly dependent girl for whom the folks at home, particularly an adoring circle of men, have always fetched and carried.

The girl who is sentimental or supersensitive has a difficult fight to make when she comes into the city. Those who have positions to offer want the best possible service for the money they are paying. They do not ask why you are earning your living, nor will they express the idea that it is noble of you to support your mother. They may find that out in time and respect you the more for it, but the great question in their mind is:

"Can she do the work?"

"Will she keep our interests uppermost in her mind during business hours?"

There are hundreds of harassed, nerve worn employers in every large city who are willing to pay salaries to girls who know how to spell and punctuate, and are willing to take an interest in

the business. But they haven't a single moment for the sentimental, supersensitive girl.

The girl who gives as little work as possible for the money she receives had better not attempt to live in a large city, or she who feels that a salary of \$6 or \$8 entitles her to do half-hearted work.

The girl who has not plenty of good clothes and a little sum of money saved to tide her over the period of waiting for a position had better give up the idea of coming to a large city until she has acquired both.

But the girl who has a trade at her finger tips, who has come to realize that in her home town she can rise no higher, if she is an expert stenographer or bookkeeper and can keep the affairs of her employer locked in her breast, who has neat clothes and some money, if she has faith in herself as a worker, she will make a much better living and have better opportunities in the large city than would be possible in the small town.—  
*Philadelphia Press.*

### The Two Paths.

Out of the Valley of Discontent  
There came one day, on adventure bent,  
Two gay youths with strength and health  
And each well blessed with this world's wealth,  
And as they journeyed along life's way,  
Straight before them two paths there lay.

And one stretched out through fields of green  
As wide and smooth as ever you've seen,  
And over the road in letters of light  
That all might read, these words shone bright:  
"This is the path to a life of ease  
And leads to the Valley of Do-As-You-Please,  
And all who journey along this way,  
Live in a world of endless play."

The other path was narrow and steep,  
And led o'er hills and through valleys deep,  
And over the road these words: "Take heed!  
For he who journeys here, must need  
Be strong of body—and strong of heart  
In life's battle to play his part;  
For the path that leads to duty's goal  
Is hard indeed for the timid soul."

And one youth said, "I shall choose the road  
On which you carry no burden or load;  
Where life is merry and bright and gay  
Down in the world of endless play;"  
And the other said, "I shall choose the way  
Of labor and toil and not of play,  
For though the path is hard and slow,  
Duty points to that way I know."

And as they parted, friend from friend,  
Each his separate way to wend,  
And the one who chose the path of ease,  
That led to the Valley of Do-As-You-Please,  
Wandered along in a careless way  
Seeking new pleasures day by day;  
His wealth he squandered in silly ways  
To win for himself some worldly praise.

He gave no thought to his fellow-man,  
But lived as only an idler can;  
Gluttony, lust and sloth and pride  
For these he lived, and for these he died;  
And when death's bell for him had rung,  
He passed from this earth unmourned, unsung.  
And the one who chose the road of toil  
Journeyed along o'er the rugged soil.

And the way was hard and rough and slow,  
And at times in his bosom hope was low,  
But ever he kept a smiling face  
As the path of duty he'd slowly trace;  
To the weary pilgrims, filled with fear,  
He gave a smile and a word of cheer;  
His wealth he gave to ease life's pain  
For his fellow-men with no thought of gain.

And when his days of life were o'er  
And he drifted across to the shining shore,  
Many a blessing, and many a prayer  
Of widow and orphan followed him there.  
Now which chose the better path that day  
When they parted there on the great highway;  
And when each course to the end was run  
Which do you think was the better one?

TERENCE V. CAMPBELL,  
Lodge No. 598.

### What Women Do For A Living.

That the four million women workers in the United States are engaged in no less than 292 distinct occupations will be surprising news to some. No women, naturally, are reported as United States soldiers, sailors, or marines; nor were any reported as members of the fire department, or as street car drivers (though two were reported as motormen), or as telegraph and telephone line-men, or as apprentices or helpers to roofers and slaters, or as helpers to steam boiler makers or to brass workers. But the reader may note with interest, and perhaps with some astonishment, that five women are employed as pilots; that on steam railroads ten were employed as baggagemen, 31 as brakemen, seven as conductors, 45 as engineers and firemen, and 26 as switchmen, yardmen, and flagmen; that 43 were carriage and hack drivers; that six were reported as ship carpenters, and two as roofers and slaters; that as many as 185 were returned as blacksmiths, and 508 as machinists; that eight were boiler makers; that 31 were charcoal, coke, and lime burners; and that 11 were well-borers. Of course these figures have little economic or sociological significance beyond indicating that there are few kinds of work from which the female sex is absolutely debarred, by either nature, law or custom. There were 125 occupations employing over 1,000 women each, and 68 employing over 5,000.

Notwithstanding the increasing diversity of employments for women, domestic service still remains the most important by far of the occupations in which they are engaged. Of the 4,832,630 women in continental United States reported as engaged in gainful occupations at the time of the twelfth

census, 1,124,383, or almost one-fourth of the total number, were returned as servants. It may seem surprising that the next most important occupation for women is that of farm laborer, and that the number of women reported as following this occupation was 456,405, or almost half a million. The significance of the figures will be better understood if it is pointed out that 442,006, or 96.8 per cent, of these female farm laborers were reported from the Southern States, and that 861,804, or 79.3 per cent of the total number, were of the negro race. Moreover, it appears that 277,727, or 60.9 per cent of the total number, were members of the farmers' families, representing the wives and grown-up daughters assisting in the work on the home farms. Next to these two leading occupations come four occupations not far apart in numerical importance, though widely different in character. These are the occupations of dressmaker, laundress, teacher, and farmer. The largest of these occupations—that of dressmaker—employed 338,144 women and the smallest—that of farmer—employed 807,706.—*Harper's Weekly.*

### Today.

Thou hast today, dear heart.  
Its golden opportunities are thine;  
To the priceless boon, a gift divine.  
See thou that in each moment be inwrought  
Thy highest ideals, and thy noblest thought.

We are so prone to think:  
"Some future day, when I have time to spare,  
I'll help to lighten others' load of care;  
Life is so trying now, and so complex,  
I'll be more kind when there is less to vex."

And thus we idly dream  
Of what life might have been in other spheres;  
Or what it yet may be in future years;  
While the good we crave lies all about our way,  
Could we but grasp the meaning of "today."

This very day may bring  
A blessed chance to know the pure delight  
Of leading some lost soul back to the light.  
A chance to give a kindly word or smile,  
Which we might miss in the fancied "after while."

And it may hold for thee,  
Privilege to learn sweet patience under trial;  
The grace of meekness, or of self-denial;  
A chance "for Christ's sake" to forgive a wrong.  
Thus making thine own life more sweet and strong.

Then prize today, dear heart;  
May thy very best in word, and deed, and thought,  
Through all its precious moments be inwrought.  
Today is thine, Tomorrow may not be,  
Oh! live it then as for eternity.

M. CARRIE HAYWARD.

### The Brakeman.

Here's to the railroad brakeman  
Who toils, year out, year in,  
That he, by perseverance,  
His daily bread may win.  
Not night nor storm nor danger  
Can make his brave heart quail,  
For thro' it all he struggles,  
This soldier of the rail.

Thro' Summer's golden sunshine,  
Thro' Winter's snow and sleet,  
Day after day he labors  
And never owns defeat;  
For tho' dark shadows sometimes  
Arise, he struggles on,  
Contented in the knowledge  
That after night comes dawn.

Beneath the peaceful starlight,  
Beneath the sun's bright glow.  
He labors, uncomplaining,  
That loved ones may not know  
The trials and the dangers  
That are the brakeman's share,  
For the part that he has chosen  
In silence he must bear.

The brakeman has no longing  
To climb to fame's high crest;  
He toils for those who need him,  
For those who love him best.  
When his trials all are over,  
At the setting of the sun,  
May the brakeman hear the Master  
Say in gentle tones, "Well done."  
MISS L. M. DUNHAM.  
Lehigh Tannery, Pa.

### Speak Kindly To Your Wife.

Everything had gone wrong in the house that day.

The cleaning was only half done, the place was upside down, the butcher's boy came late, the dinner was miserably cooked.

She expected him to be cross. He had every right to be cross, she knew. She had mismanaged everything. She was just a failure.

And she threw her arms around his neck sobbing.

But the man was more of a man than she thought. He did not speak one unpleasant word. He did not utter a single syllable of blame. He did not even frown the least bit.

Instead, he put his arms around her and held her close, and said:

"Cheer up, little woman. It's all right."

It might have been because he disliked a scene, but it wasn't. It might have been because he understood that disagreeable words would not make things any better, but it wasn't that either.

It was because he was a man with a heart big enough to know the magic of a kind word.

Poets and authors have written volumes about

kind words, but none of them nor all of them have ever come anywhere near expressing all the beauty, all the power, all the comfort that lives in one little word of kindness.

The world was a different place to that woman. Her tiredness vanished. Her tears were dried. Her disappointment in herself was taken away. Her love for her husband was magnified a thousand fold. There was only sunshine where there had been clouds.

It was a little bit of heaven for her.

And it cost the man—nothing.—*Selected.*

## London Children As Wage Earners.

In London there are 747,000 school children, 480,000 of them over seven years old, and of these 30,800 are half-time wage earners. About half of them spend during each week 27 hours in school and more than 20 hours in work. In one district such children work from 14 to 50 hours a week and are paid at the rate of one to two cents an hour. In small laundries the helpers are employed for two or three nights a week until 10 o'clock and all day on Saturdays, working in a steam laden atmosphere and amid surroundings that are distinctly undesirable. Lather boys in barber shops have hours that are much too long, never less than 40 a week. They are usually busy from 5 to 10 every evening, all day and until midnight on Saturday, and on Sunday from 8 to 9 in the morning and from 1 to 2 in the afternoon. Grocers' boys average 20 hours a week for wages equal to from 75 cents to \$1 a week when money is paid, but it is the custom of the trade to give food in payment. Messenger boys and girls employed by milliners, dressmakers and in small shops oftentimes work from 50 to 59 hours a week. Half-timers who are undertakers' boys are engaged in the cheerful business of measuring corpses for a shilling a week.—*The Craftsman.*

## Statement of Claims.

Port Huron, Mich., July 1, 1907.

Previously paid .....\$277,564.41

Paid Since Last Report.

|   |    |        |
|---|----|--------|
| 699 Northern Trust Co., Winnipeg, Man. ....   | \$ | 500.00 |
| 700 Ellen Kinshella, London, Ont....          |    | 500.00 |
| 701 Wallis Wilson, Pt. Huron, Mich.           |    | 500.00 |
| 702 T. J. Steele, Rock Island, Ill....        |    | 500.00 |
| 703 Loella B. Holloway, Lorain, O....         |    | 500.00 |
| 704 Patrick Kelley, Jersey City, N. J.        |    | 500.00 |
| 705 Mary MacPherson, Northumberland, Pa. .... |    | 500.00 |

|  |        |
|--|--------|
| 706 M. E. Skillings, Portland, Me...         | 500.00 |
| 707 J. M. Lowrey, Cheyenne, Wyo...           | 500.00 |
| 708 Wm. H. Eyles, Columbia, Pa....           | 500.00 |
| 709 Lizzie Dixon, Streator, Ill.....         | 500.00 |
| 710 Chas. Gould, Herrington, Kas. ...        | 500.00 |
| 711 P. D. Scott, Pueblo, Colo. ....          | 500.00 |
| 712 Jas. Goodno, Rochester, N. Y....         | 500.00 |
| 713 F. L. Nicholson, Moose Jaw, Sask.        | 500.00 |
| 714 Jas. C. Markey, New York, N. Y.          | 500.00 |
| 715 W. A. Tucker, Greenville, Tex...         | 500.00 |
| 716 F. D. Scherer, Peoria, Ill. ....         | 500.00 |
| 717 Harley Huckelberry, Ottumwa, Ia.         | 500.00 |
| 718 Mary Kayser, Lima, O.....                | 500.00 |
| 719 Albert Mamprize, Allandale, Ont.         | 500.00 |
| 720 Ellen Reed, Jersey City, N. J....        | 500.00 |
| 721 Thos. McCaffrey, Boston, Mass...         | 500.00 |
| 722 August Burkhart, White Haven, Pa. ....   | 500.00 |
| 723 J. O. Phillips, Salt Lake City, Ut.      | 500.00 |
| 724 Mamie Wood, Seattle, Wash....            | 500.00 |
| 725 Emile Burmaster, McDonoghville, La. .... | 500.00 |
| 726 Otis J. Barker, St. Paul, Minn...        | 500.00 |
| 727 J. W. Sweeney, Uniontown, Pa...          | 500.00 |
| 728 Geo. Seals, Salpula, I. T.....           | 500.00 |
| 729 A. H. Adams, Sunbury, Pa.....            | 500.00 |
| 730 Jane E. Morris, Chillicothe, O...        | 500.00 |
| 731 Wm. Ritter, Toledo, O.....               | 500.00 |
| Cora Bortle, El Paso, Tex.....               | 101.17 |

Total .....\$294,165.58

### Died Since Last Report.

|  |  |
|--|--|
| Alice Haas, of Lodge No. 209, died May 12, 1907.       |  |
| Mary Hubbard, of Lodge No. 79, died May 7, 1907.       |  |
| Eliza Murphy, of Lodge No. 217, died May 22, 1907.     |  |
| Nora E. Rauch, of Lodge No. 138, died June 6, 1907.    |  |
| Freda Kuehner, of Lodge No. 28, died June 7, 1907.     |  |
| Sophia Hanchett, of Lodge No. 37, died June 11, 1907.  |  |
| Belle Ayers, of Lodge No. 106, died —.                 |  |
| Mayme Robinson, of Lodge No. 122, died —.              |  |
| Elizabeth Drake, of Lodge No. 181, died June 20, 1907. |  |
| Mary Brown, of Lodge No. 22, died June 22, 1907.       |  |
| Kate Sinn, of Lodge No. 320, died June 20, 1907.       |  |
| Margaret Momey, of Lodge No. 132, died June 21, 1907.  |  |
| Louise Stone, of Lodge No. 306, died June 24, 1907.    |  |

AMY A. DOWNING,  
G. S. and T.



# TRAIN RULES AND KINDRED SUBJECTS

Send all inquiries to H. A. Dalby, Naugatuck, Conn.

## Rules For Movement By Train Orders.

211. When a "19" train order has been transmitted, operators must (unless otherwise directed) repeat it at once from the manifold copy, in the succession in which the several offices have been addressed. Each operator receiving the order should observe whether the others repeat correctly. When the order has been repeated correctly by an operator, the response "complete," and the time, with the initials of the —, will be given by the train dispatcher. The operator receiving this response will then write on each copy the word "complete," the time, and his last name in full, and personally deliver a copy to each person addressed without taking his signature. But when delivery to engineman will take the operator from the immediate vicinity of his office, the engineman's copy will be delivered by —.

When a "19" train order restricting the superiority of a train is issued for it at the point where such superiority is restricted, the train must be brought to a stop before delivery of the order.

We quote here the revised form of the rule. It differs from the former reading in the addition of the last sentence of the first paragraph and the whole of the second paragraph. The old form ended with the words, "to each person addressed without taking his signature."

Rule 210 prescribes the method of handling the "31" order and this rule has reference to the receipt and delivery of the "19" form. The main difference between the two forms of order, as will be seen, lies in the fact that the conductor is required to sign

for the 31 while the 19 is delivered without taking a signature from any one. The train order blanks for each form are usually printed on papers of different colors so they may be easily distinguished at a glance.

Although the Standard Code makes no mention of the particular kind of orders that are to be sent on one form or the other, the general custom is that when the rights or privileges of a train are to be restricted the order must be on the 31 form so that the signature of the conductor (and the engineman, if the rules so require) may be obtained, thereby making sure that the superior train will be held as required. In some books of rules this provision appears but in others it does not, and dispatchers are governed merely by common practice, as above indicated.

The 19 form was originated so that it might be given to trains which were to be helped, (not restricted), in which case a signature is not necessary, and the intention is that it may be handed to conductor and engineman by the operator without stopping the train, which, as is well known, is of immense advantage in very many cases. The use of this form has, however, proved of such advantage that there is a considerable sentiment in favor of using it for all trains, not requiring them to stop, by providing some means other than the taking of the conductor's signature for making sure that the superior train will be held. As a matter of fact it has been used in this way for years on some roads under certain conditions. The plan is this: If a meeting point is made at a telegraph sta-



tion and the "middle order" sent to the operator at the meeting point, it is permissible to send it to the superior train on the 19 form provided it gets it at some station before reaching the meeting point. This is virtually sending it to the superior train at two stations. That the idea of the extended use of the 19 order found some favor with those who revised the Standard Code is evidenced by the last paragraph of Rule 210 as quoted, which, as has been said, is entirely new.

This form has amply proven its right to exist and so satisfactory have been the results in its application to the inferior train and, under certain conditions, to the superior, it is now believed that it may with safety be used for the superior train in every case. The necessary element in its universal use is absolute certainty of delivery to the superior train. It was long thought this could only be attained by requiring the signature of the conductor. But, aside from the plan we have just described, there is another which seems to fulfill the requirement, even so far as to make it possible for the dispatcher to know that the order is delivered, and yet without requiring the train to stop. Briefly stated it is this: Each telegraph office is equipped with a train order signal and the rule is that when this signal is seen to be in the "stop" position the train cannot leave the station without a clearance card. This clearance card must show the number of each order delivered to the train or, if there are no orders, the fact must be stated on the card. The operator makes enough copies of the clearance card for the conductor, the engineman or enginemen and himself. The orders received by them must correspond with the numbers mentioned on the card or the train must stop and the difference be adjusted. Before clearing any train the operator may be required to call the dispatcher and repeat to him the numbers of orders he has written on the clearance card and the dispatcher will thus have opportunity to see if any are overlooked, the same as he has now with the Standard Code system of transmitting the conductor's name and giving "complete" to each order. Thus would we have a system which provides a perfect safeguard. The dispatch-

er calls the operator and tells him to copy orders. Before going any further the operator replies that his red signal is displayed. When the train sees the stop signal it must get a clearance card. Before the operator can deliver the clearance card he must call the dispatcher and have an understanding as to what orders he is to deliver. The plan is used to some extent now and we believe it will continue to grow in favor.

The last paragraph of new Rule 211 contemplates the use of the 19 order for the superior train, but the only requirement is that when the order is to be executed at the place of delivery the train shall be brought to a stop before it is delivered. As is customary with the Standard Code, it merely suggests the principle of this use of the 19 order, leaving the details to be worked out by those directly concerned.

There is also a change in the new rule in regard to the manner in which the 19 order may be delivered to the engineman. It is expressed in the last sentence of the first paragraph. Formerly the requirement was that the operator should personally deliver the order to all persons addressed, but when the engineman was some distance from the telegraph office it was usually sent to him by the conductor or one of the brakemen. While this was not rulable it seemed safe, as the order (if used with the original restrictions) was of such a nature that if it failed of delivery no mishap could ensue, so that the practice became more or less general. It is given official sanction in the new Code, this paragraph permitting such delivery to be made by some person other than the operator. The blank in the rule may of course be filled by placing the duty with the conductor or brakeman, either of whom should be considered capable of so doing.

1.—How does the new form of Rule 211 differ from the old? 2.—What is the practice on your road in regard to the kind of orders to be sent on the 19 or 31 form? 3.—Is the matter determined by rule or only by custom? 4.—Is the 19 order ever used for the superior train, and if so, under what conditions? 5.—How does the new form of Rule 211 indicate a sanction of this? 6.—By whom should the 19 order be de-

livered to the engineman? 7.—How is the new rule modified in regard to this?

### QUESTIONS.

182.—“No. 4 on the old card is due to leave A at 9:30 p. m. but the train is six hours late, making them leave at 3:30 a. m. No. 4 on the new card that takes effect at 12:01 a. m. is due out of A at 5:15 p. m. Can No. 4 run on that date at 3:30 a. m.? I think she can as she has a corresponding number.”—C. D. G.

ANSWER.—Yes, No. 4 can leave A at 3:30 a. m. or at any time up to 5:15 a. m., when the schedule would be 12 hours late according to the new time table.

183.—“An extra leaving A gets Order No. 1 as follows: ‘Engine 2302 will run extra A to F and meet No. 120 at E.’ At B they get Order No. 2: ‘Extra 2302 will meet 1st 120 at D instead of E and has right over 2d 120 to F.’ At C they get Order No. 3: ‘Order No. 2 is annulled.’ What does the extra have on No. 120 after receiving Order No. 3?”—H. E. B.

ANSWER.—Nothing at all. Order No. 2 supersedes Order No. 1 and Order No. 3 annuls Order No. 2.

184.—“On this division we have a station which is a terminal for three railroads and the time table of each road shows the schedule trains terminating at this station but does not show any designation that the one time shown at the terminal is the arriving time. Our rules tell us that where one time only is shown it is the leaving time, unless otherwise indicated. The time at the last station in advance of the terminal is much earlier than the one at the terminal, and what I want to know is, can we use the main track at the terminal up until the proper clearance time, figuring from the schedule train's arriving time, or, in other words, can these trains arrive at the terminal in advance of the time shown here?”—H. E. B.

ANSWER.—It is customary to designate the single time at a terminal station as the arriving time either by the word “Arrive” or its abbreviation “Ar.” If it is not shown in this way it cannot be understood to mean anything else. An arriving time means that the train must not arrive before that time. According to the rules a yard engine or an

inferior train using the main track at the terminal station may be governed accordingly, but as a matter of fact, the train often does arrive ahead of the specified time, so that safety would demand due caution on the part of the inferior train. The superior train, however, is wrong in arriving before the time shown.

185.—“We read considerable in the JOURNAL about change of time table, but are unable to draw a conclusive idea on account of each article covering different conditions, time table changing at a different hour, etc. The rule on our road is as follows:

Each time table, from the moment it takes effect, supersedes the preceding time table, and its schedules take effect on any district at the leaving time at their initial stations on such district. But when a schedule of the preceding time table corresponds in number, class, day of leaving, direction, and initial terminal stations with a schedule of the new time table, a train authorized by the preceding time table will retain its train orders and assume the schedule of the corresponding number of the new time table.

Schedules on each district date from their initial stations on such district.

Not more than one schedule of the same number and day shall be in effect on any district.

“Explanations are plain where change of time takes place in the middle of the day such as 10:30 a. m. or 2:30 p. m., in which case all trains that left the terminal on that date may retain train orders and proceed. But, for instance, No. 2 leaves A at 8:30 p. m. the 26th and the time table changes at 12:01 a. m. the 27th, suppose No. 2 is at E and is due to leave there at 12:10 a. m. Can this train of the 26th proceed on the new time table at No. 2 or does the day of leaving affect it? The train corresponds in every other respect.”—D. M. D.

ANSWER.—The rule you quote is from the new Standard Code and it embodies what is known in Rule 4 as the “date” principle. This principle does not appear in the old Code and the lack is what caused a serious defect in the rule. The date principle may be easily understood by the statement of two essential requirements: First, one

train and only one is due to leave the initial point every day (assuming the schedule to be "daily" on both old and new time tables). Second, A train leaving the initial point as the train of a certain date continues to be the train of that date and is entitled to the schedule of that date throughout the entire district even though a change of time table takes place. Keep these two things in mind and no misunderstanding should ever occur.

To answer your question, if you are on No. 2 at E at 12:10 a. m., you look at your new time table and see that it contains a schedule corresponding with the one you have been using in "number, class, day of

leaving, direction, and initial and terminal stations." By "day of leaving" is meant this, according to the interpretation of the Standard Code: If the schedule on which you started out was the schedule of Wednesday, for instance, and the schedule of the same number on the new time table is due to be in effect on the same day of the week, you are entitled to continue to your terminal station, using that schedule on the new time table. If the schedule on the new time table fails to correspond with that of the old in any of the particulars mentioned you cannot use any schedule and must get orders before you can proceed farther.

---

## Our Hearts To Yours.

ELIZABETH STUART PHELPS.

Ye happy dead we gave to God,  
Who keepeth what is His, always;  
We lay the violets on the sod,  
We lay our hearts to yours today.

Oh, take them, broken and unmeet  
For that high faith you used to have!  
The trembling hand, the faltering feet  
We turn to you, across the grave.

The fine resolve, the lofty part  
That perished like a sun-smote flower;  
The silent coward in the heart;  
The memory of the weakest hour;

The thing we are not—meant to be—  
And still go begging grief to make  
Us, for the love we bear to ye—  
Oh, take them all, for Love's dear sake!

Who else in earth or heaven can know?  
Like the dear dead who can forgive?  
Again, because we love you so—  
Be patient—teach us how to live.

Oh, happy dead who went to God!  
Hold, hold us in your love away.  
We lay the violets on the sod,  
We lay our hearts to yours today.

—*The Independent.*

---

## Sick.

When mother's sick, the house is all  
So strangely hushed in room and hall!  
But mother never will admit  
She's suffering a single bit!  
She won't let people do a thing—  
There's nothing any one can bring—  
She just lies there, and tries to fix  
Herself, by cunning little tricks!  
And as for doctor—why, the word  
She scouts as being most absurd.  
And when he comes he has to guess  
At symptoms that she won't confess;  
And then he's apt to frown and say:  
"You should have had me right away.  
I'll come again this evening"—for  
It's bed, you see, a week or more!

When father's sick—I tell you, now  
You ought to hear the dreadful row—  
The talk of "dying," and the groans!  
The orders in convulsive tones!  
The hasty runnings to and fro;  
To rearrange the pillow—so;  
To fix hot water bag and shade;  
For mustard plaster, lemonade!  
Appeals to get the doctor, quick—  
And "Can't you see I'm awful sick?"  
And then the doctor sits and hears  
While father grunts his pains and fears.  
He leaves some drops, and tells us: "Hum!  
Unless I'm needed I shan't come  
Again. I think he'll do all right."  
And father's up perhaps, oy night!

—*Century.*



There is no free list.

Send all remittances for subscriptions to the Grand Secretary and Treasurer. See Section 30 Constitution, Grand Lodge.

Letters for this department must be written on one side of paper only, written with ink and must be at the office not later than the 12th of the month to insure insertion in the next number.

All changes of address, communications pertaining to the Journal, etc., should be sent to the Editor. Do not send resolutions.

When the Journal does not reach you, immediately give us your name, correct address and the number of your Lodge.

## Memorial Address, Buffalo, N. Y.

By C. T. Wolsey, M. D.

Time has softened grief and dulled the keen eye of passion since the people of this country first established the custom of strewing flowers on the graves of their soldier dead.

It is a beautiful custom, to thus honor the memory of the brave and noble spirits whose deeds have enriched a nation's history.

It is a beautiful sentiment to thus strew nature's sweetest flowers upon the dust that once imprisoned spirits of such heroic mould.

It has become our custom, and as I believe an eminently proper one, that we, as brothers of this beneficent order, should stop in the activities of this Trainmen hall, and laying aside all thought of pressing duty, devote an hour to the memory and honor of those of our members who have been called hence to a higher life, to a higher sphere of action, and to the lesson which it teaches.

This afternoon we are met to pay a just tribute of respect to the memories of our late brothers. Most of them leave behind tender and affectionate wives and children, for whom our sympathies go out this day, and with them we mingle our tears of sorrow over the sad event which has deprived them of a husband and father, and us of a friend and brother.

Our brothers have passed through the gates, and they will come in and go out with us no more forever. Their accustomed seats in the hall are now filled by others. Their lives in this world are ended; their missions accomplished; and they have gone to join the innumerable caravan in that undiscovered country from which there is no return.

Well and truly has it been said by one of earth's wisest sages,

"Man's life is but a hand breadth;" a solemn truth of which, in the hurry of business, in the toil and turmoil of life, and in the pursuit of the phantom of our hopes, aspirations and desires,

we too often lose sight, until rudely brought to our recollections by the sudden death of our late associates.

We determine upon our plans, we lay out our work, we arrange our program for the long vista of years which, panorama like, unfolds itself before us, when suddenly, perhaps without warning, our lives are required of us, and the bright and brilliant future fades away into the black nothingness of death, and this is all we are certain of in this world.

Why, even now our hearts,  
Life muffled drums are beating  
Funeral marches to the grave.

Since you and I came for the first time to take our places in the various halls, there have been scores of seats made vacant by the rider of the pale horse.

He has reached a rich harvest in this domain. Standing here and reflecting upon these things, let us heed the noble utterance of our immortal William McKinley.

"Duty"

"Duty is the sublimest word in our language."

These ceremonies may soon be performed for you and I and, if so, our brothers can pay us no higher tribute than to say that here and everywhere we did our duty.

Yes, the shores of life are shifting every year,

And we are seaward drifting every year.

Old places, changing, fret us,

The living more forget us.

There are fewer to regret us every year,

But the truer life draws nigher every year.

And the morning star climbs higher every year.

Earth's hold on us grows slighter;

And the heavy burden lighter,

And the dawn immortal, brighter, every year.

Death is so common in the land that we can but seldom, if ever, truly apply the lesson he would teach, to give a passing thought how soon he may knock at our door.

He may in an instant blight the beauteous rose bud, wither the fairest flower of the garden, shiver the giant oak of the forest, tear away the vener-

able forms of our households, snatch from our embrace the tender idols of our hearts; or strike down at our very side splendid young manhood, the highest image of God himself, and although we feel the shock, bow our heads, and look with awe and wonder, yet soon again, O! how soon, does the world, with its duties, its pleasures, and its cares, absorb and lead us on in the same accustomed way!

But this inevitable and dread visitor heeds not our ways nor respects our condition.

In his quiver he has an arrow for all; he strikes the low and the high, the bad and the good, the poor and the rich; he calls at every habitation, from the lowly hovel in its poverty to the majestic capitol in its grandeur, and thus with an impartial step and unerring aim marches on forever.

In the hour of our grief, and in the weakness of our nature, unmindful of the divine economy which respects neither persons nor conditions we cry out. O! why, why could not the great God, the giver of life and death, have spared our loved ones as a merciful exception?

Man is ever taught the truth, but heeds it not, that life is death, creation is dissolution, and none can tell how soon the latter may follow the former.

How little do we remember that, as we begin to live, we begin to die.

In the structure and economy of life every blow we strike, every thought we think, is accompanied by the death and disintegration of a certain amount of muscular and nervous tissue as its necessary condition. And thus every action of our corporal life from its beginning to its close takes place at the vitality of a certain amount of organized matter; and yet from the beginning of the life of man to this day, of how little importance to his fellows is his death.

"Death is swallowed up in Victory." Their hearts could utter if their tongues could not, that loftiest psalm of human triumph ever chanted on the shores of time:

O Death! where is thy sting?

O Grave! where is thy victory?

We are reminded upon this occasion of the uncertainty of life and the certainty of death; of the truth of the inspired words, "It is appointed unto man once to die."

To this proposition the minds of all yield a willing assent; there is no dispute as to its truth. The graves of countless millions who have passed beyond the river of life, into the valley of death, and the evidences of decay among the living, of those laboring under disease and old age, all verify the universally accepted truth that all men must die.

The path of life is strewn with innumerable dangers all along its winding way.

The enemies and destroyers of human life are countless, and are concealed in secret ambush all along the journey of life from the cradle to the grave; ever ready to seize upon their victims.

When we contemplate the innumerable dangers to which our lives have been subjected as we journeyed along we are terror stricken and wonder that we are still living.

How many hair-breadth escapes has each one of us undergone? Each one can recall many incidents of danger to his life, but it is doubtless true that the life of every individual has been exposed to an innumerable number of dangers that were and are unknown.

We are ready to exclaim that in the midst of life we are in death.

Death and decay are all around us.

Man that is born of woman is of few days,

And full of trouble.

He cometh forth like a flower, and is cut down;

He fleeth also as a shadow, and continueth not.

There is no appeal for relief from the great law which dooms us to the dust; we flourish and fade as the leaves of the forest; and the leaves that bloom and wither in a day have no frailer hold upon life than the mightiest monarch that ever shook the earth with his footsteps.

Generations of men will appear and disappear as the grass, and the multitude that throngs the world today will disappear as the footsteps on the shore.

Men seldom think of the great event of death until the shadows fall across their own pathway, hiding from their eyes the faces of loved ones whose loving smile was the sunlight of their existence.

Surely those of us who have served in these various halls for the last few years, need no poetic admonition, that Death has been here.

We know, as we have seen one after another of our brothers stricken down, that Death is here, and that no distinction, no gifts, no honor—however great—can save us from his ruthless hand; when the summons comes, we must all obey.

The duties of the dead Trainmen are all finished. Even this solemn occasion, with their names on every lip, is nothing to them. Their silent dust is alike indifferent to praise or blame, and their immortal presence has passed far beyond the call of human voices. But to us the living, who stand where they so lately stood, this hour is freighted with interest and admonition.

We are walking with unerring steps to the grave, and each setting sun finds us nearer to the realms of rest.

The fleetness of time; our brief and feeble grasp upon the affairs of earth; the certainty of death, and the magnitude of eternity, all crowd upon the mind at such a moment as this.

They warn us to be in readiness, for no one knows, in the great lottery of life and death, on whose cold, dead, pathetic face we may next look in this narrow circle.

They call upon us to think and speak and live in charity with each other, for the last hours that must come to all will be sweetened by recollections of such forbearance, and grace in our own lives as we invoke for ourselves from that merciful Father, into whose presence we hasten.

Peace, peace, to their ashes! consolation to their friends and loved ones!

Gentle flowers for their tomb;

And may sweet memories ever linger around the names of our brothers.

## Memorial Day At Galesburg, Ill.

Loving tribute to the memory of the deceased members of Galesburg Lodge No. 24, Brotherhood of Railroad Trainmen and the Ladies' Auxiliary to the B. of R. T. was paid at the annual memorial exercises of the orders at the First Methodist Church.

The church had been attractively decorated, roses and peonies being used in abundance. Following the organ prelude a male quartet sang a pleasing number.

The annual memorial address was given by Attorney Walter C. Frank.

"Your committee warned me against exaggerated eulogy and said: 'Those fellows were just plain, ordinary men.' But today as I realize that we are met in memory of men who a few short days or weeks ago were setting brakes and turning the switches, but who today receive the feeble offered tribute of our love, I pause in reverence and awe, and I realize that my sympathy is sufficient to comprehend, but my words are inadequate to express the significance of this meeting. I dare not hope to bring new thought on the history of the lives of your departed members. You knew them far better than I. I cannot expect to erect a monument to their memory for their lives and work are more lasting than any words that I can give. I can only shed a tear in token of respect as you weep in reverence and affection. Meetings such as this cause all to bow in sympathy and look forward to the great beyond.

"This is exclusively an industrial time. We are reminded that machinery has revolutionized and put to naught apparatus that is comparatively new; that one machine can now do the work of ten machines of as many years ago, and can supplant men by the scores or even hundreds and this is no less true in the conducting of great railroads than in any other endeavor. But take it in any phase of industrial life, however complex the system, however complicated the machinery, the human hand must guide and the human eye must oversee and keep it in repair. Great railroads spend millions of money to improve their machinery and rolling stock and roadbed. They buy the latest of all kinds of machinery, but they also buy the brains that make the engines; the muscles that control them. They buy the eye that reads the signal. Yes, the hands that clip the coupons buy the hands that turn the switch. Railroads are engaged in transportation, but they also traffic in human life, and up to this time the laws of Illinois have not thrown safeguards around this traffic in human life. The fires in the engines on the railroads are fed from the fat round muscles of their employees. The trains are said to rest upon steel rails, but in reality they run upon the nerves of the employees and their families. Why, there is scarcely a telephone pole along the main line of the great systems but can testify to a tragedy too terrible to paint. Every switch in the yard stands as a monument to mark the place where the life of some employee took his flight. Every street in our city has stood with blanched faces and uncovered heads as the

ambulance stopped before another cottage. They knew that the hopes of another family were forever shattered because the coupling did not work. No matter what the station of your departed brother. No matter whether he lived in a cottage or a mansion; today they are all alike and they all dwell in our palaces of memory, shielded from the winds of criticism and the storms of rivalry, because they had enlisted in industrial warfare and gave up their lives to the welfare of their families and the progress of the age.

"Your committee told me that your order was made up of 'just ordinary men.' I know something of the life and training of your men, and know they have some sublime qualities that never can be surpassed. The response to call of duty, sympathy to a brother, fidelity to the employer and the watchful care for the lives of those entrusted to their care. A few years ago, I saw a railroad wreck which proved to me that trainmen are endowed with almost more than human tenderness and sympathy. The dispatcher had given through running orders to two trains. A crash had come; a brakeman was killed; that was all. But surely in that early morning light, heaven looked down in blessing on the trainmen as they placed him on the car door. I have watched the tender touches of the nurse. I have seen the doctor as he relieved pain. I have witnessed the minister as he knelt by the bedside to administer extreme unction, but have never seen more tenderness displayed with more look of helpful sympathy than I saw in that early morning light in those trainmen as they administered to Jim Burton. Scarce a word was spoken until he was freed from the rubbish of the train. Then one of the men opened the watch of the poor fellow. It had stopped, time, 8:45. Inside the watch was the picture of a woman and a child. Then one of the men spoke of him as comrade. Someone has said that 'comrade is the gem of the human language which at times means little less than love and little more than friendship. That gentle salutation of the human heart that lives in all the languages of men; that winds and turns and runs through all the joys and sorrows of the human race; through thought and word and dream; through song and toil and battlefield.' Next one of the men placed a blouse at his head and tenderly, with a big brown hand as gentle as an angel's touch, brushed aside a lock of hair from the forehead of the brakeman and softly said: 'Poor devil!' He knew what the picture in the other's watch stood for. He knew that a messenger would that morning be sent to her whose picture was in the watch case. He knew that it was only a game of chance, and that the places of the other men might have been reversed; and I made up my mind that morning that a trainman never need fear because when worst came to worst, he will find a brother who will do all that human hands can do and whose sympathy will call down heaven's choicest blessings on them both.

"Just plain, ordinary men,' but their sympathy for a fellow is unsurpassed in any order or organization in the world. The crutch, the empty sleeve and the missing finger testify of the fidelity to

employers. Plain, ordinary men they may be, yet vast amounts of property and human life are left wholly in their charge. Their muscles strong, their nerves steady and their eyes are true. We so often hear the eulogy of men in other lines. The surgeon, for example, whose calling is of the highest. He is pictured as holding the life of his patient in his hand. It is a touching sight as the patient is ready for the operation, to watch the surgeon as he skillfully performs his part. A slip would cost a life and the world would call it unavoidable. As high as is the calling of the surgeon, I place the trainmen by his side. Their responsibility is as great as his. The mistaking of a signal, the wrong lever would not cost merely a life, but a score of lives. The man who made the mistake stands in danger of criminal prosecution, he loses his job and wrecks not only the train but takes the lives of others and himself.

"The traveling public is absolutely dependent upon your skill and watchfulness. You may be plain, ordinary men, but I know of no class who are entrusted with a more sacred trust than that given to the Brotherhood of Railway Trainmen. You are not always noticed. You do not clamor for public recognition; you simply do your duty and respond to call."

Continuing, he said: "The United States has set apart a day as a Memorial to its soldier dead. Eighty million people stand with uncovered head and pause in silent reverence at the tomb and by the act of decoration they dedicate the living and commemorate the dead. Once every year we draw aside the sombre curtain that half conceals the sorrows of the past and drop a tear upon the ashes of the founders and defenders of our nation. Once every year we scatter flowers to cover up the scars of war. Once every year with tender hearts we slowly wend our way to that final camping ground and pause at the silent tents of those whose lights went out in obedience to the final call of taps. But today we meet to crown the memory of men who gave their lives in civil strife. I revere the memory of the soldier but his life is all destructive. Yours is constructive. His was to crush out wrongs. Yours to build up rights, to add to the material prosperity of mankind. I for one am glad to join in the token of respect for these men who have dedicated their lives to the accomplishments of peace.

"To the Auxiliary, to her who must come to the door of the cottage to receive the awful tidings when the crisis comes or who lives in dread of fatal messages. I can only say that when the tragedies occur I can only point you to Him who because of His own Gethsemane can see and understand. As our thoughts revert to the cemetery, to the silent mounds that you have so tenderly strewn with flowers, this time in spring so typical of birth and life, we say with Higginson "We gather at those mounds which nature has already decorated with the memorials of her love. Above every tomb, her daily sunshine smiled, her tears have wept over the humblest, she has hidden some grasses nestle, some vines creep and the butterfly—ancient emblem of immortality—waves his little

wings above every sod. To nature's signs of tenderness we add our own. Not ashes to ashes, dust to dust, but blossoms, laurels to the laurreled.

"Today we stand with deep sorrow in every heart and tears coursing their way down every cheek. What wonderful gems! Within these little globes lives all the pain and all the joy the world will ever know. 'Tis called a tear.

"As we tenderly bid farewell to the graves of those of you who have finished the last run, let us remember that even though we may be on the siding for a time, the track will soon be cleared for us and we will make the run on home. As we leave them now let us part from them with the words that Mark Twain put upon his wife's tombstone:

Warm southern winds, blow softly here;

Warm southern winds, blow softly here;

Green sod above, lie light, lie light,

Good night, dear heart, good night, good night."

The exercises closed with a final number by the quartet and the benediction, which was pronounced by Dr. J. Wellington Frizzelle.

The graves of the departed were decorated Sunday morning by a joint committee from the B. of R. T. and the Ladies' Auxiliary.

## Memorial Day At Sayre, Pa.

The auditorium of the Methodist church was filled to overflowing when the annual Memorial sermon was preached to the B. of R. T. and the O. R. C. by the Rev. Justus F. Warner. The main section of the auditorium was given to the visiting orders and the Trainmen, Conductors and their wives filled many pews. Dr. Warner took his text from the first epistle of St. Paul to the Corinthians. It was "For we are God's fellow workers." The pastor brought out first the idea that all men are dependent upon one another and this idea of inter-dependence, so well understood by railroad men was the main theme of the sermon.

"We are not isolated and disconnected with the people about us," said Dr. Warner, "we are all members of one great family, we are not dependent nor yet self-dependent but inter-dependent. Every great military campaign is not due to the general who planned it, only, but to every soldier who fought in the battle and to the laborers who dug the trenches about the fort.

"The first thing of importance in this text is the fact that we are all workers, there are no drones or idlers. In matters of morals there are two classes good or bad; in matters spiritual there are also two classes, saved and unsaved; but in the actual business of this world, matters industrial, there are three classes of people. First, those who sit by and see others work; second, those who work spasmodically, those who at times expend a spasm of energy and then are idle for a time until the next spasm strikes them; the third class is the one that can be depended upon every day in the week and every hour in the day. This is the sort of person for whom there is no need of the foreman's eye. These three classes

of people may well be defined as shirkers, jerkers and workers. But in result there is only one class, the workers, they alone accomplish anything.

"The second idea of the text is that we are all fellow workers, not only factors, but joint factors in the work of life. Each of you is related on the railroad with the work of some other man. Every engineer depends upon the lowliest foreigner that helped as a member of the track gang to lay the rails. No man's success in this world is altogether his own. His success may have been the result of the faithful work of some man beneath him who laid the foundations which permitted success. Your success hinges on another man's fidelity and by the same law of interdependence your failures are not wholly your own. The careless work of some one else may be reaped by you as a failure.

"And along this line let me say a word to the wives of the Trainmen here tonight. Your wives are a part of the Lehigh system and a great part, on you depends much, and my advice to you is to pack the pail peace upon piece—remember p-e-a-c-e upon p-i-e-c-e. A man who leaves home in the morning with his disposition spoiled by cross words is affected all day by that first half hour of unpleasantness. It may affect him in a way to hurt others; he may through his brooding overlook some factor necessary to his success. Send him away in the morning with a mind at rest and peace in his heart and greet him at night with a smile.

"The third great truth in my text is that we are God's fellow workers. We stand in a definite relation to the Divinity. No company of men can run a railroad without God. His laws may be broken, His day desecrated, His name profaned, but notwithstanding all this He helps the road to run every day. He hid away in the hills the metal which was to make the rails; He gave to steam his expansive power so that engines may run; His natural laws are absolutely necessary to the company of men who try to run a road. We plan but behind us is One who gives clearness to the brain and strength to the muscles.

"We are workers together and we must observe common rules and signals. As railroaders you work in the interests of the Lehigh Valley; as workers with God, we must work in His interests. There are signals on the Lehigh that you must pay attention to, just so are there signals on the road that leads to Heaven and there is only one road running there. Every time you use profanity there is a signal set against you and this road to Heaven is different from the Lehigh in this respect, you can't run into a switch and hope at the other end to run into the main line again. The switches of sin leading from the main line of salvation don't join the main line again. The only signal to heed the switch of sin is the signal to go back and get on the main line again at the point where you left it."

Dr. Warner finished his sermon with an original poem of his own.

The work of this world needs men good and true To take up its duties and carry them through;

Who shrink from no burden, but cheerfully take  
The responsible cares of throttle and brake.

The world has its wealth of mountain and field,  
For the needs of mankind their abundance they  
yield.

But how could we send them to ocean and lake,  
Were it not for the men at the throttle and brake?

The streets of the city resound with the tread  
Of thousands of toilers who labor for bread.  
Important among them—we must not mistake—  
Are those who stand daily at throttle and brake.

The world has its heroes. They're everywhere  
found;

In city, in country, on the sea, 'neath the ground;  
Nowhere more certain—we make no mistake—  
Than inside the jeans at the throttle and brake.

The night has grown wild, the storm rages high,  
The darkness intense—except when the sky  
Is rent by fierce lightning, and thunderbolts make  
The earth rock and tremble; and throttle and  
brake

Seem livid with flame, when just around the bend,  
Where the hills tower high and the streamlets de-  
scend;

A rock, undermined by the torrents of rain,  
Comes thundering down just in front of the train.  
A toot from the whistle, a push of the hand,  
A sudden reverse, a puff of the sand,  
A turn of the wrist, and the line quickly feels  
The rush of the air, and the brake grips the  
wheels.

"Bill, jump!" (To the fireman) "We're onto  
the rock.

The speed is too great. The terrible shock  
Will wreck engine and train, and likely enough  
Carry the whole of us over the bluff!"  
One terrible instant, an instant in which  
He might swing to the step and drop to the ditch  
Regardless of self, for the passengers' sake  
He stands at his post at the throttle and brake.  
And true to his trust, in face of grim death  
Undaunted he stands until the last breath.  
Thus dies the trainman for humanity's sake,  
One hand on the throttle, and one on the brake.

Today you have met in the house of the Lord  
Receiving the truth that comes from His word;  
And halt for a while, for memory's sake,  
At the graves of your fellows from throttle and  
brake.

Ah, brothers! We too shall soon make our last  
run,

The journey will end. Our labors be done.  
No terrors can then our confidence shake  
If we lived for our Lord while at throttle and  
brake.

Seek now for the witness of pardon from sin,  
Nor rest till the Spirit has formed Christ within  
Then we'll stand at the throne—a crown of ~~honor~~  
take—  
When done with our toil at throttle and braver to



## The Home.

Highland Park, Ill.

The following donations have been received at the Home for the month of June:

### B. R. T. Lodges.

|          |         |          |         |
|----------|---------|----------|---------|
| 56.....  | \$ 2.00 | 303..... | \$10.00 |
| 82.....  | 2.50    | 429..... | 10.00   |
| 122..... | 3.00    | 438..... | 6.00    |
| 204..... | 12.00   | 461..... | 2.00    |
| 224..... | 2.00    | 546..... | 2.00    |

Total .....\$51.50

### L. A. T. Lodges.

|          |         |          |         |
|----------|---------|----------|---------|
| 4.....   | \$10.00 | 208..... | \$ 2.00 |
| 34.....  | 2.00    | 227..... | 3.00    |
| 86.....  | 5.00    | 310..... | 5.00    |
| 114..... | 5.00    | 322..... | 5.00    |
| 126..... | 5.00    |          |         |

Total .....\$42.00

### Summary.

|   |          |
|---|----------|
| O. R. C. Divisions .....  | \$122.75 |
| B. R. T. Lodges .....   | 51.50    |
| B. L. E. Divisions .....  | 253.00   |
| B. L. F. Lodges .....   | 17.00    |
| L. A. C. Divisions .....  | 35.00    |
| L. A. T. Lodges .....   | 42.00    |
| G. I. A. Divisions .....  | 27.00    |
| L. S. to B. L. F. Lodges .....  | 56.50    |
| James Costello, No. 270 O. R. C.....  | 1.00     |
| Alfred S. Lunt, No. 456 B. R. T.....  | 1.00     |
| Lawrence Gannon, No. 4 B. R. T.....   | 1.00     |
| Carl and Russell Shank .....  | 10.00    |
| Andrew Malm, No. 420 B. L. E.....   | 5.00     |
| Subscription taken at a union meeting held in Dallas, Tex., through J. Bruce .... | 25.35    |
| Solomon Bixler, Hanover, Pa.....  | 1.00     |
| W. A. George, No. 75 B. L. F. & E.....  | 1.00     |
| Station No. 14, Meridan, Miss, through Brother Hull .....                         | 7.00     |
| B. B. Glime, No. 397 B. R. T.....   | 1.00     |
| Total .....   | \$658.10 |

### Miscellaneous.

Two quilts from No. 312 L. A. T.

Respectfully submitted,

JOHN O'KEEFE,  
Secretary and Treasurer.

## Farnham, Que.

Beautiful weather, balmy breezes and the fragrant perfumes furnished by the sweet-scented clover and sending it broadcast on the four winds to one and all alike, make us think that life is worth living and it is well to be here. We hear a continuous cry, stop immigration! But the question is who shall we stop and how and where shall we draw the line. It has been drawn by the amount of money one had in his pocket when he came up before the inspector. If he grasped the required amount, regardless of his quality, ancient was passed along; on the other hand, regardless of his good qualities, if he did not have the

cash, well, to the woods for him. Let me say right here that many a good industrious citizen has landed on our shores a penniless but honest, determined boy or man. Not one of us here but has got to remember that we or our ancestors emigrated to our shores, and we can't throw stones at any good desirable immigrant who comes; but be sure they are desirable, honest, able, and willing to work. But what is a good desirable immigrant? It is not one that is imported to take the place of a good honest laborer. The great Homestead strike was, I think, caused by people who had but a short time before been imported to take the places of honest laborers, but soon found out they could not live on the wages paid. They proved they were undesirable to both parties as well as themselves. The man with the overcrowded family, be he unhealthy or wealthy, is not desirable because he has got to grab and hold on to the first job he can get and live in just as small a house as possible, and soon you have filth and disease to contend with, along with low wages. But the good strong, determined man with a family he is capable of supporting is the man to whom you want to give the hand of friendship. The laws should be very rigid on the size of a man's family. Who is to blame if a farmer buys more stock than he has room or feed for and still keeps buying more. You would all say he is a fool, and he certainly is. We read with pleasure that part of the Scripture where it says be fruitful and multiply, but we all say we never saw that one where it speaks about denying ourselves. Read it up, friends, and show it to others.

Montreal reports for the first week of July 177 births and 117 infant deaths; disease and mothers too young and foolish to take care of them. Is that obeying the law or is it murder? We are every day building large institutions and men and women are giving their lives to try and stamp out disease, and yet our laws allow men and women to die with disease and perfect idiots to marry and have children. Like begets like. How can their descendants help being worse than their parents? This province is loaded with them. I have seen a whole family—father, mother and ten children—turned back by the United States emigration department, as the whole family were idiots. Isn't that awful? Now, when people are public charges they should be taken care of and that before they cause more sorrow than their own plight. The pictures in the JOURNAL I think are doing good. They show us that it does not end by having a big family, but we must provide for them. You can't very well force a man to give you a larger house than he has or a larger one than you can pay for. Neither can a man, because he has a large family, demand work and more wages than he is worth, or the man that has a small or no family at all. He goes hand in hand with the fellow who will not try to save or protect himself or family, and just as soon as anything does happen to him he demands the saving fellow keep him. The C. P. Railway has several stations fixed up for dwellings for their agents of about six or seven rooms.

Several families have grown so fast they had to annex the waiting room and part of the freight shed and then asked for a larger house. Who was to blame? The man that owned the house or the man that was overflowing it? Who is to blame for child labor? There should be compulsory free schooling to a certain age, and punishment for the parents if the child is not at school unless it is sick; then it should be cared for. Have the school board keep close tab on them and you have done away with child labor. If a parent cannot provide for his family, jail him where he will be out of the way. (I would suggest other means.) Have the state look after the family and in a short time you would see the position reversed. The man would hustle to provide instead of abuse his privilege. Why, animals are protected by the S. P. C. A. better than we are. They must be provided with suitable quarters, not crowded; they must be clean, well sheltered and fed, or the owner is fined or sent to jail. Why should the same not apply to the family? We have whole families that can't read or write or speak a word of English, and yet we wonder at crime. I think the JOURNAL would do a lot of good if it would secure and allow space for pictures of some of these families and their dependents. Harry Orchard shows what kind of men sometimes hold membership in organizations, and he further shows the class of men that is styled "detectives"—the lowest of the low criminals from the drop of the hat. Some years ago the Grand Trunk detective force, after sending several innocent people to jail, were themselves caught and proven to be the real culprits and sent to jail, and it looks like the same kind of work in Orchard's case.

The Japanese prince has come and gone. It makes no difference who it is or what it is as long as it has a title, we bow the knee, kiss his feet, give him free use of our household, fall over each other in our eagerness to be one to let him stand on our necks and say it don't hurt; and in return he gives some one the decoration of the Rising Sun, to some snuff boxes, and to others a passing glance in return for a trip and hospitality across the country; and as soon as the dust is settled another sends word he is coming. Our Pilgrim fathers came over in a small boat to get away from them, and now their descendants are going back in two large boats just to spend some money on them and try to bring back an empty title. Even our funny, old and esteemed friend, "Mark Twain," took chances on being shipwrecked and spend a time on some lonely island as did Robinson Crusoe, just to get the tin handle "Doctor" attached to his name. His old friend "Bill" Nye must be all doubled up with laughter over the thoughts of what a great veterinary surgeon and humane specialist "Mark" will make. George Washington, Johnston, Jackson, Henry Clay, Marshall and Daniel Webster were all satisfied, as was W. E. Gladstone with the name their parents endowed them. Why is it thus? Answer: Man's inhumanity to himself.

Brother Morrissey successfully generated his forces through Georgia, and we are pleased he is still at the head of our army and that his same staff of officers is with him. Best wishes for you all, brothers. Keep up the good work. We were sorry the space between the conventions was not extended, but it is now up to us to make the two-year "fogies" stay at home and suck their thumb in 1909.

The G. T. R. has chosen a lawyer to arbitrate for them in their trouble with the engineers, a man who could not open the cylinder cocks or say why they did not take water through the stack, to arbitrate with an engineer on his duty as an engineer; and still we wonder at crime.

MALCOLM BEATOR, No. 371.

Farnham, Que., July 8, 1907.

## New Journal Prizes.

The JOURNAL wants to get the largest circulation of any publication of its kind and for that purpose it has revised its list of subscription prizes in the hope that the new offers will prompt our brothers and sisters to renewed efforts to get subscribers.

Now no one need work for nothing, for we offer a prize for one subscription. This prize is not a house or lot, nor even a pony and cart, but it is a good B. R. T. pin that retails for 50 cents and it is about as good an offer as we can afford to make for subscriptions received. Then we have other pins we offer for 8 subscribers; others we offer for 4 and 5 names and we have two Auxiliary emblems we offer, each for 5 and 10 names, the latter with the name of the owner engraved on the bar. We have all kinds of rings running from 15 names to 30 names. Two of them are lady's rings, one of them is a signet ring with monogram engraved to order and the others are B. R. T. emblem rings. These are about the best we ever secured for prizes. The designs are new, very pretty and the values are good.

We also have a new B. R. T. cuff button we offer for 10 subscriptions, and there are B. R. T. charms we offer for 5 to 10 subscriptions. These values are excellent.

Our watches are of the well established, high grade kind that stand for themselves and need no recommendation. Ask your delegate to the Atlanta Convention what this lot of watches looks like. The same watch is offered for subscribers as follows: The B. R. T. Standard for 75 names; the Lady's Queen for 30 names, and the Commercial Standard for 35 names. This comes very close to returning a dollar in prize values for each dollar received in subscriptions, and who is there that can make an honest offer that can come anywhere near it?

In addition we offer to the subscriber a good, readable monthly publication, attractively presented and filled with entertaining, instructive matter that will be of some interest to every one who reads it. It is the purpose of the JOURNAL to contain something of interest to every one who opens it. No publication is read from cover to

cover because not all of it is of interest to the reader, but we try to arrange our JOURNAL so that something in it will appeal to each reader. This is a good fair offer to the subscriber; it is not a charitable proposition by any means. We want everybody to have the JOURNAL and we will do our best to give each subscriber a fair return for his investment.

We want every Brotherhood man and woman to take up this work for us. Will not each one of you help us a little? If you do we will be helped a wonderful lot.

Look at our advertising pages for our list of new prizes and offers that range from a prize for one subscription to a fifty-dollar watch for seventy-five subscribers.

### Logansport, Ind.

No. 109 is growing very rapidly, due to the hearty co-operation of all members and the excellent business-like manner in which our Worthy Master and the other officers attend to the business entrusted to them.

We have no boom, but we are keeping our goat pretty busy, yet he is not worked to his full capacity.

We have our share of non-airs. To call some of them non-airs is putting it very mild. I refer to those who have been eligible for from one to five years and even more.

I often wonder if it would not be wise for our Grand Lodge to offer a liberal reward to some brother who would coin some word that would be applicable to such men. They even talk of their rights and want us to do something for them.

They go to the pay car and draw their money along with us, then go out and pay various saloon bills amounting to from \$5 to \$30 each month and play poker with what they have left.

People who are so selfish to, and ignorant of, their own interests are perhaps more to be pitied than censured. After all are we not better off without them? What possible benefit can such narrow-minded people be to a great progressive Order like the grand old B. of R. T.? The lodge is certainly better off with them on the outside. "By their fruits ye shall know them." I think all loyal brothers should treat such people with contempt for they are not of our class and have no desire to be.

They expect us to get good working conditions and wages for them and pay for them out of our own pockets while they often spend all their wages with the degenerates of the town. They are in a class of their own and should be treated likewise.

Brothers, do not be discouraged. We are doing our share to advance the great principles of the Brotherhood of Man and the Fatherhood of God. Thousands of our beloved brothers are called into eternity ever year. Are we not proud to say they have done their work well for our great cause? Their memories are an inspiration to us.

"They rest from their labors, but their works do follow them."

With our magnificent membership and the good work we have accomplished we are still in our infancy. "It doth not yet appear what we shall be." Our posterity will arise and call us blessed. Our names shall be forgotten, but their memories will go back to the time when our Order was struggling with the great railroad corporations, fighting our way inch by inch in a peaceful war, and they will thank God almighty that we had the courage to stand for the defense of our rights.

Brothers, how much energy do you exert for the great cause? Have you ever thought of our greatness? If not, I advise you to read your JOURNAL. You will be surprised at what it contains that will interest you. It takes its place with the best of high-class magazines. Those who do not attend lodge do not know what they miss. It is the place to get an education in the great evolution of the twentieth century. Your Worthy Master will give you a hearty welcome and your presence will be an inspiration to him. If you expect to be benefited come out and help transact the business. You will never regret the time you spend in the lodge room. There is where you will be found whenever it is possible to be there if you are a good, loyal brother.

Put your shoulder to the wheel and help the good work along. Talk to those who are eligible for membership. Tell them what we have done for them. We need all the boys of the right kind but none of the wrong kind.

Our Grand Lodge officers are doing all they can, but they can not do it all. They need your help and will be glad to enroll your friends with us. Let's get busy, boys, and see what we can accomplish before the dawn of another year.

L. N. FIELD,  
Past Master, No. 109.

### Newark Lodge, No. 219.

It has come to my knowledge that my articles in the two last issues of the JOURNAL, touching on the old M. & E. Division of the Lackawanna were well received and much appreciated by some of the old timers of this road. I could have gone back more than twenty years, for I have a long memory, and before I close the chapter, I wish to mention two more of my old-time friends, viz: Brother Friery, an old member of 219 and Brother Fred Clow from No. 219.

In summing up my recollections of the old M. & E. Division, I can say that No. 219 can justly claim a large percentage of the old M. & E. "boys," and she is proud of her record. The old M. & E. was known far and wide as the best railroad in this section for its treatment of its men. The hours of work were not long. There was no Sunday work. The only train that ran on that day was the milk train, which went west at five in the morning and returned at ten at night. The employes, especially trainmen, could procure work anywhere. All they had to say was that they came from the M. & E. and it is just the same today.

And now, having refreshed the memory of some of my old-time friends, many of whom I see daily

on my trips to New York City, I will briefly touch on the "new" M. & E. by saying that when the first train ran over the depressed tracks in Newark, so far as our end of this old road is concerned, the old M. & E. passed out of existence. There is no more Broad street station at the foot of the hill. The old flag shanty which stood under the shadow of the signal pole is no more, to the sorrow of some of its regular "boarders." I can see that one and only signal now as it was in the old days. A large disk on a tall pole, one side painted red, the other white, operated by efficient men, it was effective. The M. & E. is now modernized and thoroughly equipped with modern signals and we are back from our trip "backward" and will dwell upon affairs present.

In August of this year our lodge will be twenty years old and we will observe the occasion in a befitting manner. We are taking in candidates right along.

On the 25th day of August Newark Lodge No. 219 will be twenty years old. It is the third oldest lodge in this section, Nos. 119 and 99 of Jersey City being the oldest. Organized with a membership exclusively of M. & E. men, it rapidly grew in size and prestige. Its influence was known far and near. It was and is today the only lodge of Brotherhood men in the city of Newark, except No. 72. No. 334 was formed from its membership, but when this lodge ceased to exist we regained all who left us.

A. M. DOUGLASS,  
Journal Agent No. 219.

### "Overtime Is Blood Money."

Why was the switch left open?  
Why was the train derailed?  
Whose was the brain got muddled?  
Which was the hand that failed?  
Search for the cause, ye judges,  
Ye who define our laws;  
Search for it well and truly,  
Search for the hidden cause.  
Think of the man at the throttle,  
Think of the fireman brave,  
Who died at their posts of duty,  
Now in their lonely grave.  
Think of the cry of the orphans,  
Think of their parents, dead,  
Think of their grief and anguish,  
Think of the tears they shed.  
Question your next poor victim,  
Blamed as the cause of the wreck,  
Charged with neglect of duty  
And criminal neglect.  
Ask him the hours he worked that day?  
Was it more, was it less than ten?  
The key to the cause, ye judges,  
Overwork 'mong the railroad men.  
Thirty-six hours at your labors—  
Think ye, ye judges true,  
How would that suit your honors  
If that were required of you?  
No time between for any sleep—  
Just time to eat your meal.

Put yourself in the brakeman's place;  
Say, how do you think you'd feel?  
This is done by railroad men.  
Their brains should be bright and clear;  
No wonder they get clouded,  
And muddled by doubt and fear.  
Why is the rich employer  
Behind his piles of gold  
Dead to the wants of manhood?  
Why is the poor man sold?  
Make it a crime, ye judges,  
For employer to work his men  
More than a day at a time, my lords,  
Limit the hours to ten.  
Why is the public safety  
Daily in danger brought?  
By brains that are dull and heavy,  
Because they are overwrought.  
Why was that brakeman killed today  
Who fell from the moving train?  
"Asleep at his post of duty!"  
The Coroner will explain.  
Asleep! Yes, asleep on duty!  
This stain on the dead man's name.  
No breath of the overwork he did  
On him rests the only blame.  
Why did that trusted engineer  
Run his train 'gainst the semaphore?  
Which was stopped in time by the fireman  
Just stopped in time—no more.  
That engineer had served for years,  
Was a trusted, well tried man;  
Why did he fail that morning?  
Explain to me this who can.  
Asleep with his hand on the throttle,  
Dreaming of wife and home,  
Awoke to find himself disgraced  
And his future plunged in gloom.  
"Short of men you must make the run!"  
Are words that I seem to hear  
As said by his superior  
To that trusted engineer.  
Why do ye sleep, ye judges!  
Awake from your torpid sleep,  
And work for the weal of the nation;  
In this take an interest deep.  
Give us a law for a ten hour day,  
For employer and men alike.  
On the man who breaks the written law  
Let the hammer of justice strike.

D. MCCUBBIN, No. 506.

### Hattiesburg, Miss.

I am exceedingly glad, and of course highly enthused over the fact of being able to inform you of our success, with the able assistance of Brother H. A. Adams, Deputy Grand Master and Organizer, in organizing Mississippi Lodge No. 771 at this place on June 14th, with fifty charter members, and at our regular meeting, June 23d, we put twelve more good brothers through the mill.

We have several applications on hand for our next meeting. It is beyond doubt that we have lots more fine material on the four roads running

in here from whom we can make many more good, settled and fair minded Trainmen, and there are more coming every day. Of course our railway officials are a great help to us by using their judgment in securing good men with a clear record, and encouraging, and doing all in their power to elevate the younger class to the highest standard of railroad men.

With the material we have in store, and what we will secure in the near future, we do not hesitate to say, and hope to be able to back it up, that No. 771 will no doubt be the banner lodge of the state in a very short time.

It is very encouraging and a great consolation to know that we appreciate the fact that,

"United we stand: Divided we fall."

Yours truly,

H. E. McGRAGON,  
Lodge No. 771.

### Brother William Dougherty Honored At The Convention.

Whereas, Brother William Dougherty, of Collingwood, Ohio, Lodge No. 140, has served as chairman of the "Benefit Claims" Committee for several conventions and he has at all times made his recommendations from what he considered fairness and justice to the claimants, their beneficiaries and the Brotherhood, and,

Whereas, Brother Dougherty has, from time to time, been engaged in earnest debate with zealous delegates defending their rights as representatives in Grand Lodge and as such debates may have caused some delegates to think that Brother Dougherty has become hardened and unsympathetic, and unmindful of the great charitable heart and systematic benevolence of the Brotherhood; be it, therefore,

Resolved, That the thanks of this Convention be extended Brother Dougherty and that we commend him to all members as a worthy champion of their rights; be it further

Resolved, That a copy of this resolution be furnished Brother Dougherty and be printed in the RAILROAD TRAINMEN'S JOURNAL.

J. G. HOLLOWAY (248),  
H. J. DAUBERT (679),  
L. ALLISON (257),  
V. S. WILSON (762),  
J. W. CHESHIRE (274),  
E. E. LOVE (57).

### F. E. Dupell Lodge, No. 231.

I have been a reader of the JOURNAL a good many years and always look forward to the time of its arrival. No. 231 is one of the most lively lodges there is in the country. We have a membership of over 265 members in good standing, from one to three tender-feet every Sunday; but there is one thing we are a little short on—that is the attendance. Every brother should make it a point if possible to attend lodge every meeting. We meet every Sunday at 9:30 a. m. and every member should be there unless necessity compels him to be

absent. Visiting brothers always welcome. There is nothing that gives life and energy to a lodge more than to see the chairs filled up, officers of the lodge especially. It looks bad to have to fill up one-half of the officers' chairs every meeting. I have met members before now after I had left the lodge room and asked them why they were not at lodge. It is amusing and also aggravating to hear their different excuses. Some have been fishing, others did not wake up in time, or forgot about it being lodge day, or it was too hot or too cold to get out of the house or "I thought there would be enough there without me, etc." It is strange the number of excuses that can be invented to stay away from the lodge room. Suppose we all felt that way. The B. of R. T., which is now one of the strongest labor organizations in the world, would soon be a back number and we would drift back to the same conditions and the same old rut we were in away back in the eighties. When we got paid by the day, and a day's work consisted of the beginning and ending of the trip, we did well and thought we were getting a good salary if we could make \$50 per month. I broke on a local freight seventy-mile division with only two brakemen for \$1.40 per day and no overtime. Same run today is paying \$70 and \$75 per month with three brakemen, with overtime after 10½ hours. The B. of R. T., with the help of other labor organizations, has made that run what it is today. There are lots of other just such cases. So let the battle cry be onward. Never say back up. The life of a lodge depends on live members and No. 231 has some good live ones. As Peter O'Hern said in the May JOURNAL:

"Let timid sailors homeward fare,  
Let fearsome prophets cry 'alack!'  
When captains of high purpose dare  
There is no turning back."

You who are getting a little negligent about attending lodge, just stick a pin in yourself and come out and be classed as one of the live ones. Come up to the lodge room and find out what has been done. Don't wait until you meet one of the live ones or get out on the road next day and ask your "buddy" what was doing up to lodge yesterday. Come out and get acquainted and help some of the tenderfeet over the rocky roads. We will be glad to see you in the lodge room if you don't do any more than come up and sign your name to the register.

There are 379 Auxiliary lodges. Sisters, wake up! Would like to see 379 letters every month in the JOURNAL from you. Pages 635, 636 and 637 of the July JOURNAL should be read by every member of the B. of R. T. organization and should be shown to every prospective candidate on every railroad in the United States.

I want to make one more appeal to the negligent. Wake up and come to lodge more often and also hustle a little more for new members. Don't wait until they ask you for an application. Put out your hooks and get them. Don't let them get away. There is some good material to work on in and around the "Hut." Become a working part of the Brotherhood.

Yours in B., S. and I, T. W. STORMS.

# EDITORIAL

Vol. xxiv.



No. 8

## Always Be Ready For Business.

The president of one of our railways recently said, "I believe that in economic affairs the only way to get a fair share is to be prepared always to fight, and, when necessary, to fight for it."

Mr. Stickney, not being a labor agitator as the term is commonly accepted, could afford to express his opinions without danger of being called an anarchist, or at best a socialist. What he said has been accepted as sound doctrine by every individual, corporation and government that knows exactly what the price of peace means.

Our government offers an excellent demonstration of what unpreparedness means. The only way to assure peace is to be so powerful that every other power realizes the uselessness of trying force to secure its purposes. For this reason each government is continually adding to its military and naval strength. It has resulted in a mad race for such advantage that militarism has become a burden on the old countries of Europe and in time to come the expense will be much heavier in this country. It is the expense that counts with us, not the hatred of the uniform or the distaste for military service. We sometimes try to make believe we dislike fuss and feathers, but the average American cannot die happy unless he has "joined" something or another that allows him to turn out on state occasions with a sword and a hat full of feathers. We are military enough but we dislike to abandon our old-time notion that we are sons of liberty and all that. But,

back to the lessons of preparedness that governments teach, or ought to teach, labor organizations.

The average member of a labor organization is not a fighter. He prefers to follow the paths of peace, listen to the reports of his chosen representatives and, if things go well to accept conditions as his right and make no personal effort to assist the work of organization except to pay his dues and "knock" occasionally when some one advises him that "things are not right."

The majority of the labor organizations, like all other fraternal organizations, rest on the hearty endeavors of a few of the members who realize the need for constantly keeping at it and who hold their organization to its field of operations. If there is danger then there is a rallying around the flag and a hard effort to get up to the fighting standard in a hurry. How much better it would be always to be ready. The defenses of the organization cannot be substantially repaired in a day, nor can an offensive action be followed if the organization has allowed its interest to wane and new employees not brought into the organization.

Always be ready to fight and you will not have to fight. To be ready enough merely to make a fuss and either back down or get licked is not the way to carry on the work of an organization successfully. The price of peace is preparedness for emergency.

The members of the Brotherhood of Railroad Trainmen depend too much on the

rally when danger threatens. It is a mistake on the part of the members to sit down after there has been a settlement made and make no effort to add to the strength of their organization. It will be only a question of time until another rally will be necessary and, why not have it ready in advance.

The JOURNAL is not an alarmist, but there is a common sense side to this argument that ought to appeal to each man and get him interested in having every man in the train and yard service in the organization now. It needs the man and the man needs the organization.

When a man is approached he can be expected to ask, "What has the Brotherhood done for me?" and it ought to be no trouble to tell him. If he wants to know what it will do for him, tell him it will do as much for him as he will do for it. The

Brotherhood is a man's organization, not a kindergarten in which certain feeble-minded are to be brought up on soft things in exchange for their membership. We want men who will be as ready to do their part as we are. We are not out with a fine-tooth comb hunting for small men and we are not admitting them by the "touch" system; we are not telling the crowd to climb on the band wagon and be ready for the fall parade and the fireworks. Above everything else we are not going to grow hysterical and overlook anything. It is to be hoped that every member will be an organizer for the Brotherhood. It has been the means of bringing along the wages and conditions of train and yard men to their present standard and now is the time to add to our strength, so that there can be no going backward, and give to us the assurance that our strength will be our guarantee of industrial peace.

## Things Doing In The Railroad Business.

There have been quite a number of questions under consideration during the past few months that will have important bearing on the future of railway operation. Among them was the veto of Governor Hughes of New York, who declared the "full crew" bill enacted by the legislature unconstitutional because of the inequalities that made a general measure fair in its operation.

His theory was that certain roads did not need the extra man and for that reason it was unfair and unconstitutional to enact a law making them employ him. He could not see the justice of compelling certain railways to employ men they did not need because they were necessary on other roads. In his veto he said, in part:

"This bill provides that it shall be unlawful for any railroad company in the State of New York that runs more than four freight trains in 24 hours to run over any part of its road outside of yard limits any freight train composed of more than 20 cars with less than a full crew of six persons,

to-wit: One engineer, one fireman, one conductor and three brakemen; or a light engine without cars without a crew composed of one engineer, one fireman and one conductor or flagman when running a distance of ten miles or more from starting point. According to present practice freight trains are very generally operated with a crew of five persons, and the object of this bill is to compel the employment of an additional brakeman. The necessity for this is said to lie in the fact that without three brakemen the freight trains are insufficiently manned, and that firemen are compelled to leave their places in all kinds of weather to throw switches when the two brakemen are required, respectively, to go ahead of and behind the train. This bill, however, upon the facts developed before me upon the hearing and undisputed, is clearly unconstitutional. Such a measure should define the service required, with suitable reference to circumstances and conditions, so that the law would apply in proper cases and not otherwise. The bill takes no ac-

count of the differences between the different roads and parts of roads, in track-age and switching facilities, and of the fact that what may be necessary in the case of some railroads may be wholly unnecessary in others. In the case of the New York Central R. R. it was shown that the track-age and switching facilities on its main lines were of such character as to make unnecessary the employment of a third brakeman in accordance with the provisions of the bill. This was frankly conceded by supporters of the bill. To require the expenditure of a very large amount of money (estimated at several hundred thousand dollars annually), without necessity for the outlay, is simply arbitrary exaction and a taking of property without due process of law. The bill does not refer its requirements to any proper standard of necessity or provide any criterion by which its proper application under varying conditions is to be determined. It contains an absolute requirement which, upon the facts conceded before me, cannot be justified."

Under the Public Utilities law the commissioners can do what the Governor says the legislature can not. Is there always a chance that a politician-commissioner will manage questions more wisely than a legislative-politician will? We hope so.

#### USE THEM ALL ALIKE.

There is a demand for publicity in the matter of railroad wrecks, but this demand has behind it the further demand that when the employe is at fault he is to be held criminally liable and punished accordingly. This sounds very reasonable to the average reader who does not stop to think that, in justice to the public the demand ought to go further and demand the punishment of every operating officer who is in any wise guilty of contributing to the affair. Attention is called to the Canadian habit of punishing railroad men responsible for wrecks and a demand is made that the United States do likewise.

If this demand is honest it should carry with it the insistence that the operating officer who orders a man to work beyond a safe number of hours ought to be punished with the train employe who gets into trouble because he was worn out. If a train

goes over the bank because of faulty right of way or equipment the proper officers, presumably the directors, ought to be hung or sent to prison. If traffic is heavier than the road will bear and disaster results the same course ought to be followed. A railroad with an appalling record of deaths for this year, partly because of its rotten ties and poor track ought to have its directors' meetings held in jail.

There is a lot of this insistent demand for punishment that has it in mind that a corporation can neither be hung nor sent to jail.

#### NEW YORK SIXTEEN HOUR LAW.

The sixteen hour bill has been approved in New York by Governor Hughes. It will be a misdemeanor for a railroad to work a train or engine man more than sixteen consecutive hours and he must have a certain period of rest after making his regular number of legally prescribed hours. The bill reads in effect that it will be illegal for:

"Any employe engaged in or connected with the movement of any train to remain on duty more than 16 consecutive hours, or to require or permit any such employe who has been on duty 16 consecutive hours to go on duty without having at least 10 hours off duty, or to require or permit any such employe who has been on duty 16 hours in the aggregate in any 24-hour period to continue on duty or to go on duty without having had at least 8 hours off duty, within such 24-hour period; except when, by casualty occurring after such employe has started on his trip, or by unknown casualty occurring before he started on his trip, and except when, by accident, or unexpected delay of train scheduled to make connection with the train on which such employe is serving, he is prevented from reaching his terminal."

#### OTHER FULL CREW BILLS.

Arkansas and Indiana were favored with the enactment of full crew bills. The roads are said to be observing the law in each State with the exception of the ones that, apparently, have taken up the burden of testing the legality of the enactments. The strongest roads in each instance have undertaken to establish the unconstitutionality



of the law. Whether the other roads are partners in the movement so far as sharing the expense goes we cannot say, but it appears out of place to suppose that all of them are in full sympathy with the law except those that will make the tests. The Governors of these two states either overlooked the objections raised by the Governor of New York or they believed the laws were fair and just to all parties interested.

#### A TIMELY REFERENCE.

The reference of the President to railroad legislation was fair and timely. When the spasms of legislation overtook the average legislature there was a determined effort made to meet popular demand that something be done, by strengthening the politicians at the expense of the transportation companies. One popular form of catering to public sentiment was to enact a cheap railway fare bill regardless of whether or not the companies could furnish service at the price. Governor Hughes came to the rescue of the roads in New York and vetoed the measure. It is almost a certainty that the courts will put some of the other measures out of business on the ground that operation under the law would mean confiscation of the property.

#### THE HOBO.

The Hobo came in for his share of attention and received a severe shaking up at the hands of the Charities Association aided by several railroad officials of high degree. The "boe" is charged with everything but soda water and it is the recommendation of those interested that he be driven to the bath tub, the barber's college and the stone pile. He is held responsible for the loss of millions worth of railroad property, murders and other crimes and, he is guilty of the majority of the crimes charged against him.

There is no question that at times he terrorizes train crews and on occasion wrecks a train to get even with the crew. He is condemned and deserves all the mean things that have been said of him and he ought to get "his" just as soon as the proper methods can be devised.

#### MARKET FOR FINGERS AND TOES.

President Hill of the Great Northern said that, if the President's plan for paying

regular rates for injuries were to be adopted that there would be a greater market for fingers and toes. The developer of the great northwest has no patience with the man who wants pay for losing parts of his anatomy while performing the duties incident to assisting in the development of the northwest.

President Hill is rather severe in his remarks. The market for fingers and toes, and larger bits of the human form divine has been ridiculously low for several years and taking the increased price of other goods on the market, fingers and toes ought to bring more now than they ever have. President Roosevelt is on the right track and Mr. Hill is off the track. The time will come when the employer will apportion a regular part of the gross receipts for the indemnity department and if it raises the market for fingers and toes it will not be the worst thing that ever happened.

#### PENNSYLVANIA COMES TO THE FORE.

And, Pennsylvania labored and brought forth certain labor legislation, which will be regarded with suspicion until it has been tested by the highest courts and decisions rendered telling the interested where they are at under the acts of their legislators.

They did do one good thing. They removed the protection the transportation companies enjoyed under the law of 1868 which held that all employes were fellow servants regardless of their position. This law held that postal and express employes were fellow servants, which to say the least was a far fetched conclusion but very valuable for defense in personal injury cases.

A liability bill was passed which, in the opinion of the Editor of the JOURNAL, is a legislative abortion, guiltless of punctuation or purpose and into which anything needed can easily be read. This may be a trifle premature, but it looks as if the operation of the bill rests on the question of a record of defect before the appliance was used by the employe. A law of this character can be easily disposed of in its first attempt to operate.

The legislative committee deserves great credit for getting this much from the Pennsylvania legislature. It is a hide bound, corporation concern, and labor can expect little from it at the best.

## SUITS AGAINST THE COAL ROADS.

The hard coal roads have been brought into court to tell "where they got it." The Big Stick has bumped into the "Divine Right" and unless all signs fail there will be dust on the halo of the imperial Baer that will be a revelation and shock to the divine rights of the hard coal combination.

All the roads in the hard coal field, except the Pennsylvania and the New York, Ontario and Western, are included in the suits which were brought because the others control 78 per cent of the tonnage and 90 per cent of the coal fields and because they produce 75 per cent of the annual coal supply; that independent operators produce 20 per cent of the product which would be sold in competition with the combination if the latter would permit its being done. The complaint specifies:

(a) That the defendant railroads agreed among themselves upon a uniform contract to be entered into by them or their coal companies with the independent operators along their respective lines under which the railroads would be able to control the sale of the independent output, and that by virtue of their control of all the means of transportation from the anthracite mines to tidewater save the lines of the Pennsylvania and the New York, Ontario and Western, the defendant railroads were able to force and practically did force the independent operators along their lines into making these contracts.

(b) That the Erie Railroad has exchanged shares of its own capital stock for a majority of the shares of the New York, Susquehanna & Western, a competing line, thereby uniting under a common source of control the two competing railroad companies and their subsidiary coal companies.

(c) That the Reading Company, which already held all the shares of the Philadelphia and Reading, has exchanged its own shares and bonds for a majority of the shares of the Central of New Jersey, a competing line, thereby uniting under a common source of control the two competing railroads, and their subsidiary coal companies, which together transport about 35 per cent of the annual anthracite tonnage and control about 60 per cent of the anthracite deposits.

(d) That twice in recent years the defendants have defeated the construction of projected independent railroads from the mines to tidewater, which would not only have introduced competition into the transportation of anthracite coal, but would have permitted the output of the independent operators to be sold in the markets in competition with that of the defendants.

The petition prays generally that the defendants be enjoined from further carrying out their combination, and that the above described contracts be cancelled; that the mergers between the Erie and the New York, Susquehanna and Western and their coal companies, and between the Philadelphia and Reading and the Central of New Jersey and their coal companies be dissolved.

This will be a long, hard fight for the coal interests are very strongly entrenched and have the sympathy of the corporations in the state in which their coal products are mined. It is barely possible that the Teddy Bear may skin Divine Right Baer and reduce the price of coal to something less than "the traffic will bear."

## PREFER PENALTIES TO REPAIRS.

The address of Secretary Moseley to the Master Car Builders' Association contained several good things, among them a defense of the Inspectors employed by the Commission. It has been the habit of several companies to refer in a mean way to the work of the Inspectors and to insinuate that they were using their office to work out grudges against the railroads. There is nothing to the statement. If they were doing so the fact that the railways were guilty gave ample reason for bringing them to book. There are no grudges being worked off. The law is working properly.

Secretary Moseley referred to the 428 cases that are now on the trial dockets and the 350 penalties paid and then showed the trifling reason for the suits in defects that could have been repaired with small cost if there had been a disposition to obey the law. He said:

The uniform success that has attended prosecutions demonstrates the care which our inspectors have taken to secure correct information. In a case decided less than a fortnight past a judge from the bench paid

a high compliment to two of our inspectors for their intelligence, and the lucid testimony they furnished on the witness stand. Out of prosecutions for 927 violations of the statute to date, adverse decisions (involving four penalties) have been rendered in but one court. These cases are now pending on appeal to the Circuit Court of Appeals for the Eighth Circuit. Four hundred and twenty-eight cases are now on the trial dockets, and penalties have been paid for 350 violations.

Of the various defects constituting the basis of prosecution, inoperative uncoupling mechanism constitute a large majority. There are 672 cases of this character. In 22 cases the chain had become kinked and wedged in the body of the coupler, thus rendering it impossible to lift the lock block. In 92 cases the lock block was either broken or missing. In five cases the chain connecting the lock block to the lever was too long, rendering it impossible to lift the lock block. In 76 cases the lever was missing. In 23 cases the lever was broken. In 433 cases the uncoupling chain was disconnected from the lock block, caused by broken links in chain, broken or missing clevis or missing clevis pins. There were 15 cases of link and pin coupler; 21 of inoperative driving wheel brakes on locomotives; 66 cases of failure to have the required percentage of air-brakes; two broken couplers; 102 missing or insecure grab irons; 21 cases of drawbars either greater or less than the standard height, and 27 cases of cars (without couplers) fastened together with chains.

In many instances carriers have paid out hundreds of dollars in penalties which could have been entirely avoided by the expenditure of a few cents in labor and materials for repairs. One road paid \$1,400 for defects that could have been repaired at a cost of \$6.45; another paid \$1,300 for defects that could have been repaired for \$2.45; another paid \$600 for defects that 80 cents would have fixed; another paid \$300 which could have been avoided by the expenditure of 15 cents. A total of 282 violations, involving fines amounting to \$28,200, could have been avoided by the expenditure of \$68.03, or an average cost per violation of 24 cents. These estimates have been made with considerable care from the scale

of prices furnished by this Association. Beyond any question it is cheaper to repair safety appliances than to pay penalties.

If this statement proves anything it convinces that the companies prefer to pay fines rather than to make necessary repairs. If the employers' liability law ever becomes operative there is a dead certainty that repairs will receive better attention and there will not be so many accidents as there are at present.

#### SURPRISE TESTS ON THE PENNSYLVANIA.

After a six months' interval the Pennsylvania railroad made another series of surprise tests on signals for the purpose of ascertaining the alertness of the crews. The results showed that the enginemen are giving careful attention to all signals and out of 2,252 tests made, 97 per cent of the enginemen complied implicitly with the rules. Three per cent passing signals did so by a few feet only. The passing of a signal at all is a violation. Perfect records were shown for the Philadelphia Terminal and Tyrone divisions for April and the same good record was shown for March for the Central, Elmira and Canandaigua and Delaware divisions. On the Pittsburg division with its heavy traffic for April but one engineman out of 79 failed to heed the signal. Other divisions had a perfect record, and the excellent showing made on the New York division where the traffic is exceptionally heavy is commendable. The P. R. R., has added more than a thousand miles of block signals to its lines in the past year, and is making strenuous efforts to have all rules obeyed. The observance of the rules applies to all train and enginemen and improperly displayed signals, failure to place torpedoes and fuses also must be reported.

If the Pennsylvania will observe its own rules there will not be much danger of trains getting into each other. The disposition to assist traffic by forcing trains into blocks too close together has not always met with the best results and when rules are annulled to help out a situation the rule usually ends at that time.

#### CREDIT MARKS ON THE ATCHISON.

The JOURNAL has taken occasion to refer to the few credits that are given the men for extra careful service performed. On a

number of roads the practice has been to hand out credits with a stingy hand, while lavish liberality has marked the giving of demerits. On looking over a recent issue of *The Santa Fe Employes' Magazine*, a number of credits were mentioned that are above the usual number for instances of the kind mentioned and, in fairness to the system of merits and demerits, they are here-with given:

W. J. Russell, check clerk, five, for detecting error in routing on waybill and correcting it so as to give the company the long haul.

Conductor F. J. Thomas, Brakemen J. K. La Prade and M. M. Penrod, Engineer L. Morrison and Fireman Henslect, Albuquerque division, 20 each, for bringing to life engine that had broken blow-off cock. They took the broken parts to private shop for repairs, borrowed a hose from the city fire department, refilled engine, fired up and brought their train forward.

J. S. Harlan, conductor, 15, for handling stock train in an emergency without brakemen, and putting in two brasses on the trip, thus avoiding a serious delay and claims.

W. G. Adkinson, engineer, and F. G. Viets, fireman, 10 each, for interest shown in thoroughly cleaning engine 221 which was selected for the Kansas City Commercial Club special.

A. C. Bentz, brakeman, 20, for excellent service in cutting wire and reporting accident to train No. 8 at Symons, May 3. His prompt action made it possible to get assistance, start wrecker and reduce delay to train.

C. E. Baker and W. W. McLarney, conductors, 10 each, for interest and energy displayed in repairing a Lidgerwood ballast unloader and getting it into shape for service during the night, so that it was ready for use the following morning.

John G. Miller, engineer, 15, for prompt and energetic action upon discovery that switch was set wrong. A very serious derailment to No. 10 was thus avoided and although the sun was full in his face, obscuring his vision, he discovered that the switch was wrong in time to stop his train.

C. W. Young, conductor, Western division, 10 for interest displayed in securing engine. Engine and telegraph failed but he

used a roundabout long-distance telephone.

#### PROPER CLASSIFICATION OF ACCIDENTS.

In an article of the July issue on railway accidents a list of the killed and wounded was published which called for a protest from Mr. Slason Thompson, who cares for the publicity department of the General Managers' Association. In all fairness to the question at issue, the criticism is herewith published. It reads:

Don't you think that it would be the honest thing for a writer with the intelligence of the author of "Life and Limb vs. Dollars and Cents," in this month's issue of the JOURNAL, to acquit the railways of responsibility for more than half "the frightful slaughter" he lays at their doors when the very authority he quotes from does?

He opens his sensational indictment with the sentence, "Nine thousand, seven hundred and three killed; 86,008 injured in the twelve months ending June 30, 1906."

If he were seeking for the cause of this "slaughter" in order to apply a sane remedy, why did he not present the following summaries from the same official source?

#### I. Casualties in Accidents to Trains.

|                          | Killed. | Injured. |
|--------------------------|---------|----------|
| Passengers .. . . .      | 341     | 6,080    |
| Employes .. . . .        | 731     | 6,438    |
| Other persons .. . . .   | 148     | 818      |
| Total in train accidents | 1,220   | 13,336   |

#### II. Casualties not due to Accidents to Trains.

|                                  | Killed. | Injured. |
|----------------------------------|---------|----------|
| Passengers .. . . .              | 192     | 4,165    |
| Employes .. . . .                | 2,442   | 30,616   |
| Other persons .. . . .           | 5,579   | 7,496    |
| Total not due to train accidents | 8,213   | 42,279   |

#### III. Casualties in railway shops.

|                            | Killed. | Injured. |
|----------------------------|---------|----------|
| Passengers .. . . .        | 4       | 212      |
| Employes .. . . .          | 188     | 29,779   |
| Other persons .. . . .     | 78      | 404      |
| Total in shops, etc. . . . | 270     | 30,395   |
| Total all classes . . . .  | 9,703   | 86,008   |

The figures of this table prove that only one-eighth of the fatalities and a little more

than one seventh of the injuries charged against the railways are due to causes in any way preventable by safety appliances applied to the operation of trains. But they do not disclose that 5,251 or more than one-half of the total fatalities were self-incurred by trespassers on railway property.

In the "harvest of death" sensationally charged up to the railways by such writers as "an Observer," nearly 90 per cent is directly due to the gross recklessness of individuals. So long as American railways are regarded as public highways where strangers may walk, and even sleep ad libitum the death roll will continue to "appall humanity."

The "gross recklessness of the individual" as the statement applies to train and yard work, is going to receive specific attention one of these days from a very practical point of view.

The JOURNAL is always perfectly willing to encourage fair criticism of any subject that it has taken up for discussion. If there is a redeeming side to the question of railway casualty we are quite ready to have it demonstrated.

#### THE TRACKMEN HAVE STARTED SOMETHING.

The National Union of Railway Trackmen has started something and, if it has the courage and money necessary to carry on what promises to be a great fight for its ideas of protection to railway traffic, it will show up some things in railway operation that have not been given much thought. The Union has taken photographs and brought suit against the Missouri Pacific for maintaining unsafe tracks. The evidence given seems to be without flaw. It is specific and right to the purpose. The Union purposes to bring the railways into court and compel them to maintain their rights-of-way and track in as good condition as the laws compel them to keep the remainder of their equipment.

The railroad companies have, in many instances, shamefully neglected their tracks, and when the criminal methods practiced by the steel trust are added to the general neglect to maintain road beds there is no wonder that tracks give way under the heavy wheel loads, tractive pull and high speeds.

The old time "Jerry" has gone his way and in his stead there is another force at

work that needs the very best of direction and attention at all times. The best way to secure results is to employ intelligent workers and that cannot be done at the small wages now paid for track work.

Railroad employes in great number have declared that the tracks are not safe, that they are not "walked" as they should be, that bad ties and rails are allowed to remain long after they should have been removed and that the condition generally is not safe. It is a condition of this kind that prompts the statement at times when wreck occurs, "something gave way under the engine." It is true, but it usually is not a part of the engine as the remark would lead the average hearer to understand.

The Union has started something that is proper and it will have a fight on its hands that will keep it busy unless public demand comes to its assistance.

#### PUBLICITY FOR WRECKS.

One set of American railroad magnates has declared in favor of publicity in the question of wrecks, and hereafter when a wreck occurs we are advised to look out for the plain truth. If the employe is at fault, he will be shown up, if the official is at fault he will be shown up, etc. The first time this publicity practice gets beyond a train dispatcher we will print one page in red ink, it will deserve it. We can look for statements to the effect that "the engineer ran by a signal, the fireman did not get ahead with his flag or the flagman short flagged;" we can look for bad meets and tail enders and crossed orders, but when will we be told in glaring headlines that the board of directors has caused a wreck with excessive loss of life and much injury because they did not replace rotten ties and broken rails with good material, because the crews were overworked, because they preferred dividends to safety. Will they ever take the blame for violations of rule that finally end disastrously after being encouraged for years? Good for publicity. Let us have it and let us have it strong. Let the railroad president get "his" along with the track walker, if he hires such an employe; let the directors be in the same responsible position as the car inspector "if something gives way up ahead." Come on in, fellers, the water's fine.

## BE ON THE JOB ALL THE TIME.

There isn't any question but that determined effort is going to be made to show up railroad employes as responsible for wrecks on every occasion where the opportunity offers.

It is not the business of a railroad employe to be habitually careless of or partially indifferent to his duty at any time. It ought to be the plain understanding between all railroad men that the shirker, chance taker, dumb head and careless employe ought to be "turned in" as a matter of common safety. It is a difficult proposition for the average railroad man to turn in a fellow employe. The same feeling maintains in railroad employment that obtains elsewhere where men believe it is unmanly to carry tales or bear information that will get another into trouble. Sometimes this sense of honor is carried too far. If the party at fault is as honorable as he demands his fellows shall be, he will tell on himself occasionally, but that seldom happens.

The best man alive can make a mistake, but that is no excuse for any one taking a chance when it is in anywise unsafe. Every railroad employe ought to have pride enough in his occupation to keep alive all the time he is at work. If he is overworked he can usually find time to rest if he insists upon it and if he will not take proper rest when off duty and depends on his associates to keep him alive when he is on the road he ought to be turned in as an impostor on the good nature of his fellows, and as a dangerous employe to all of his associates in the service.

It used to be the caper for a man to work on the farm all day and try to railroad all night by imposing on his co-workers to the extent of letting him sleep while they did his work, but it is not the rule now.

Under the most favorable conditions railroad service calls for close attention all of the time. It is the concern of every man on the engine and train to know all about orders, rights and rules, it is the business of every man to stay alive all the time he is on the road, and there ought to be no accusations of violations of rule from sheer carelessness, forgetting of orders or short

flagging. It is just as well to brace up and do your duty all the time as to do it part of the time and neglect it the rest of the time.

The majority of train and enginemen are awake, alive all the time and ready for whatever comes along that needs attention, but it cannot be denied that the service has its bad actors who prefer to take a chance and who usually get themselves and their fellows into trouble. The best way to keep out of trouble is not to get into it and one good way not to get into it is to keep your eye on the job all of the time and not depend on some one else to do it for you.

## THE AGE LIMIT CUT DOWN.

Word goes out occasionally that the age limit has been reduced and that a man not above forty-five years of age can secure employment as fireman, brakeman or switchman. Just why this is done is difficult to explain for it is usually found to be a misstatement.

Recently an order of this kind was posted, or given to the press with considerable flourish of trumpets. An applicant for position as brakeman on this line was denied employment because he was too old. He gave his age as twenty-seven.

The age limit is one of the most inconsistent features of railroad employment. The JOURNAL does not hold that a man who has passed the age of average physical ability is a safe man for all employments. It does not believe it to be right to hold a man in a position that jeopardizes the safety of others. There would be no justice in wanting a man to work somewhere, knowing that he might kill or injure a number of others. The age limit, however, was never drawn with the idea of cutting off the old employe: The idea was that if a man was employed on a railroad and had passed the dead line for employment on another road that he would not be ready to leave the service of the road on which he was employed. He was a fixture as long as his road wanted him for no other would have him, he was too old at the age of thirty-five to be a safe employe.

The insurance departments also contributed their influence to cut down the age of the new employe. Insurance companies are not taking on any burdens that can be

passed over. A man beyond the age of thirty-five, employed at a dangerous occupation is not a good insurance risk, and he was not wanted. The fact is that few men were employed who confessed to thirty-five years.

There is not a railroad man in the train or yard service who would not prefer to work with a man of experience regardless of his age than to take his chances of injury and death with the student.

Experience counts in railway work. Every feature of it has to be learned by getting close to the work. It cannot be communicated by correspondence school methods. The student usually knows how to give signals, often he knows how to give too many, but when "old man emergency" comes along and makes a noise he takes to the timber. The railroad business has to be learned on the railroad, not on the farm or canal boat. The experienced man is the man for the business, and when he has not become physically incapacitated he ought to be given the preference in employment.

If the age limit at thirty-five was the only safe thing when men were not so few, are not the railroads guilty of indiscretion in stretching the limit at this time? There never was need for an age limit except as it was used for "voluntary insurance" and intimidation purposes.

#### THE WAY IN CANADA.

The problem of railway regulation is worked out in Canada as it applies to Provincial and Dominion control. Where the business of a Canadian railroad is concerned with the business of the Dominion its regulation is a matter for the Dominion government, but where it is a matter for Provincial concern the province interested has the matter in charge. In this arrangement there is no opportunity for misunderstanding or a conflict of authority such as we have in the United States. With us there is entirely too much authority of the mixed kind and dependent always upon the higher power somewhere else. Between national and state control it is rather difficult for the railroads to tell exactly where they are at.

#### EMPLOYEES JAILED IN CANADA.

It has become the recent practice of the Canadian courts to jail railroad employees

who are held responsible for wrecks, and it is not out of the line of possibility to look for something worse later on if the habit of holding the train or enginemen wholly to blame is continued.

If a man works excessive hours, or is unfit for service in any way and he is forced to go out to relieve the pressure of traffic and through weariness he overlooks an order, the fault is just as much that of the man who sent him out as it is of the man who directly commits the error.

The employe in almost any other vocation can overlook some portion of his work, and life and death are not in the balance, but when the railway employe forgets, there is danger and death almost to a certainty. When men are worked for long hours and are unfit for service the railway officers know it without telling, but it has been their custom to ask men to go out without rest when traffic was congested. When the men have gone out on order and gotten into trouble because they were overworked the officials were responsible. No one else was to blame.

Let us get at this thing properly. If a man overlooks an order because he is worn out by long hours, let us understand why he was on the road and if requested, forced or ordered to go without proper rest interval between consecutive hours of duty in each twenty-four hours, let the corporation that employs him go to jail along with him, or let the president of that company spend the same time in prison as the employe, who did as he was told and was made the scapegoat for the disaster.

If this were done in the United States there are a lot of railroad managers who would not oppose the sixteen hours on the road bill as strenuously as they do now. If any one is to go to jail let us have the entire outfit jailed together. It has become an easy matter to put a man in the bastille, but it is difficult to get a corporation in with him. Let the head of the corporation share the responsibility when it belongs to his company. If he denies the responsibility let it be declared an assumption of risk that goes with his job.

#### A DOCTOR'S TRUST.

The Saskatchewan Medical Association, on June 21st, 1907, held a meeting, and

after listening to the usual reading of papers, settled down to a clinical discussion of how to separate a man from his money uniformly, which was illustrated by the adoption of a rule fixing prices for certain kinds of work. It is supposed to be proper to refer to this sort of professional service as "work" since it has been brought across the old time field of professional pride that forbade advertising, cut rates or agreements on prices for services performed.

The Canadian doctor of the northwest has abandoned the old plan of piece work and gone in for the day labor idea. He has set a uniform price on insurance examinations and hereafter, unless the gentleman's agreement falls down, it will cost an insurance applicant \$5.00 for a full examination and \$3.00 for a half examination, with the choice of either half.

We can see where Mr. Hill's prediction of a regular market price on fingers and toes is coming along slowly. But if the start is made by the doctors we can never expect "cut" rates as the result.

#### SECOND CLASS MAIL RATES DENIED US.

The Canadian government has grown prosperous and overlooked a bet or two in its endeavors to effectually confine Canadian advantages to Canadians. There is no longer a demand for reciprocity and the Canadians are to a certain extent justified in dropping the question, now that they can afford to.

We have had this fool tariff in the way of reciprocal relations all along the way. Now that Canada has secured a firm footing as a producer she is no longer anxious to exchange favors of any kind, and in the endeavor to do something to the contrary has doubtless done too much.

The arrangement as to second class mails has been in operation for many years and all reputable publications have been allowed second class rates between the two countries. The Canadian government refused to continue the arrangement and has put all publications enjoying the second class rate on an advanced basis that increased the mailing cost materially. We used to mail the Journal at one cent per pound. Now it costs us at the rate of four cents, or about \$1,500 more a year than it did before

the Canadian government changed the rule.

It was understood that the intent of the government was to discourage subscription of American publications and to encourage home publications. It will succeed in a measure, for the added postage will have to come out of the Canadian subscriber. It looks like a short-sighted proposition on the part of some one, and it is safe to say that the United States will adopt like measures against Canadian second class mail matter. Now, where is the sense of it?

#### THE CANADIAN ARBITRATION BILL INSTALLED.

The bill to prevent strikes that was successfully engineered by the Minister of Labor for Canada has not worked out as nicely as was expected. The miners in the Northwest intended to strike but the enactment of the measure got in their way and so, to meet the requirements of the law, they laid off.

The dock workers of Montreal asked for an increase in wages to the rates paid at St. John and Quebec. They were refused and instead of striking, they quit work. Note the difference?

This bill to prevent strikes that was engineered through as a party measure and was approved by certain labor councils, was never expected to assist labor in getting betterments in working conditions. It presumed to take away the rights of both employers and employees and it is doubtful if it can ever be made to operate.

If the dock workers had obeyed the law they would have been fiddling over their troubles with their employers until the latter could have made provision to fill their places. This is exactly what referring their troubles to the commission would have meant and the men knew their chances of winning were slight, so they quit work, did not strike, and showed no interest in shipping affairs. The employers applied to the Conciliation Board, but the men would have nothing to do with it. A half thousand truck drivers went out in the same way and paid no heed to the law. The law already looks like a dead one and it ought to be.

#### RAILROAD EXPANSION CHECKED.

It is almost impossible to understand the progress Canada has made in her transpor-



tation lines in the past few years. Her rapid development and increased population have brought along transportation lines until the work now accomplished and building is simply wonderful. It is to be regretted that there has been any hindrance to this work in Canada, but it appears that climatic conditions have been unfavorable and the work has been retarded. *Moody's Magazine* advised that:

"Railroad extensions has been greatly interfered with throughout Canada. The late spring has prevented an early start on the work of construction, labor continues scarce and the tie-up of last winter showed that some of the roads were unable to operate the lines already completed. It has therefore been judged unwise to permit certain further extensions, until this matter is remedied. Such has been the difficulties of obtaining supplies, more especially railway ties, that it is now stated that the Grand Trunk Pacific will be greatly delayed in the building of its lines through the northwest, and that they will not be ready in time to

assist in hauling out the wheat crop this fall.

The Canadian Northern has acquired control of the Quebec and Lake St. John Railway. This road has the distinction of having first been operated upon wooden rails. It strikes north from the City of Quebec to Lake St. John and is bound for James' Bay. It is expected that a wonderfully rich country will be opened up—mines and timber—north of Lake St. John and there is no reason to doubt that the work will be pushed forward until its northern terminus rests upon salt water. It now seems quite probable that, within the next ten years, Canada will have three sea ports upon her northern coast, giving communication by rail running southeast, south and southwest, with her transcontinental trunk lines. Whether the predictions of a line of steamships from Liverpool and through Hudson's Bay to these ports will be realized or not is very questionable but, from the data gathered, this would seem probable, during certain portions of the year.

## Women Must Work Nights.

The New York Court of Appeals has decided that women must work nights. The opinion of Judge Gray does not say that in so many words, but by virtue of handing to women the rights of contract and holding that an adult woman is not a ward of the state, he has declared against the law forbidding the employment of women in certain employments during specified hours at night.

A short history of the case was given in a recent issue of *Harper's Weekly*, by Rhetta Childe Door, who in part said:

A little over a year ago Commissioner-of-Labor Sherman gave it as his opinion that there were between 5,000 and 10,000 employers in New York City alone who were openly violating the sixty-hour law. In his report dated January 3, 1906, Mr. Sherman says: "The provision prohibiting night work is openly violated, especially in the employment of women over twenty-one, and

the department has feared to test this particular prohibition because it so closely joined with the prohibition of male and female minors, that in case of an adverse decision both prohibitions might be held to fall together." In this report is a record of prosecutions during the year 1905 for illegal employment of women and minors after 9 p. m. Here is it:

|                                     |   |
|-------------------------------------|---|
| Total number of cases .....         | 2 |
| Acquitted or discharged .....       | 1 |
| Convicted, sentence suspended ..... | 1 |
| Convicted and fined .....           |   |

Total number of cases known to exist, between 5,000 and 10,000.

Perhaps you would like to hear more of the case "convicted and sentence suspended." The report of that particular bindery as it went to the Department of Labor is as follows:

"They work overtime all the year round. They begin work at eight o'clock in the



Judge Gray thought it was time to call a halt on legislative performance that proposed to interfere with the rights of a woman to work any time of the day that suits her.

A deputy factory inspector of New York has stated that the law will be observed in the main anyhow because "he finds that in the majority of factories where women are employed the regular hours are from fifty-three to fifty-six a week, which would in any event permit only a few hours' overtime at night, up to the constitutionally legal maximum of sixty; and that for such work a higher rate of wages prevails, amounting to time-and-a-half or double-time pay to time-workers, or 10 per cent additional to piece-workers. Manufacturers, for economic reasons, says Mr. Flanagan, 'try to avoid overtime or resort to it as seldom as possible.'"

The writer for *Harper's Weekly* said of her own information gained by personal observation:

"I worked in a department store myself once, and the head of my department told me when he hired me that I should have to look forward to working from eight o'clock in the morning until ten at night, from December 15 until the middle of March. Should I receive overtime pay? No, but the firm would give me my supper. My wages were eight dollars a week, and the head of this firm, who is a great philanthropist, would not ask a girl to buy her supper out of eight dollars a week. He only forces her to give him four hours' work after supper.

"The auditing and accounts departments of the great stores are out of sight, and the Consumers' League and other agencies which have done so much to ameliorate the hard lives of the saleswomen and cash children, know not much of conditions there. Shops high up on the 'White List' are just as hardened offenders against the labor law, so far as night work of women is concerned, as the shops which are under the ban.

"In the busy season of millinery and dressmaking nobody knows how many girls are obliged to toil until midnight and after, often until two o'clock in the morning, that

fashionable women may have their finery on the moment. Talk about sweatshops! Some of the dressmaking establishments in the Fifth Avenue district are so much worse than the average sweatshop, in their heartless and cynical attitude towards their slaves of the needle, that comparisons are unfair. It is a common thing for girls to be kept at work for eighteen hours, with three-quarters of an hour off for the noon meal and a cup of tea and bread and butter handed around for supper. Few, if any, dressmakers pay their girls for overtime. The girls work far into the night to finish rush orders, and are laid off for a day or two to recover. They are not paid anything for the days when they do not work, of course. How could they expect it?

"Down-town in the big factories it is more difficult to keep people working at night. Once an inspector did find a group of women in a box-factory after midnight, but it was explained to him that they were not there to work. They were having a tea party. The inspector was quite satisfied with the explanation. However, if the factories must close at nine o'clock, it is not difficult to induce the workers to take home bundles of hats to prepare for trimming, neckties to finish, garments to sew on until early dawn. It is not difficult, because the workers know they must consent or lose their jobs. The rush season in any trade, especially in the sewing trades, is the workers' harvest time, and if they are not busy then, they face starvation the rest of the year. \* \* \* \*

"It is the same during the rush season in the millinery trade. The millinery trade that I refer to has nothing to do with those beautiful hats that adorn rich ladies on Fifth Avenue. This is another kind of millinery, in which models are turned out by the thousands for the medium and low priced trade. Most of the hats are the so-called 'ready to wear' affairs, very simple in design, little trimmed and usually cheap in material. It requires small skill to handle these hats. Most of the women in the trade are known as preparers. They do what little the machines have left them to do in the way of making the hats, lining their brims, and getting them ready for the trimmers. They do everything, in fact, ex-

cept put on the bow or the quill or the flower which decorates the hat.

"Millinery is supposed to be a very 'genteel' trade, and the workers imagine that they are on a pretty high social level when they make hats. It sounds better to say 'I am a milliner,' than to admit, 'I work in a box factory.' For this, and one or two other good reasons, the trade is overcrowded, and even in the rush season about fifteen per cent of the workers fail to find steady employment. It is a condition of things which the manufacturers are not slow to take advantage of. The girls are exploited in every possible way. Wages are low, and are being constantly forced lower. It is customary to take in many learners each season, rather than to employ girls who already know the trade. The learner, you see, signs a contract to work from two to four weeks for nothing, and the rest of the season for from \$1 to \$1.50 a week. Sometimes the boss finds an excuse for turning off these girls after they have worked for nothing while learning. He can then take on a new set of girls who want to be milliners. As a girl of average intelligence masters her task in about a week, the boss gets a great deal of his work done by learners, and it doesn't cost him a dollar.

"Such a state of affairs in a trade makes it quite easy for the manufacturers, even the best of them, to force the workers to take work home after the shop closes. And they do it. Women are timid, they are weak, they are unorganized; they think they are not in industry to stay, anyhow, so what is the use of complaining? They accept conditions as they find them, and cheerfully waste the flame of their lives for a pittance. This is what the manufacturers mean when they say they employ women because women are more easily handled than men.

"Go down to the corner of Grand Street and the Bowery any evening in February or March, watch that amazing procession of women and children pouring out of the factories, hurrying to their homes after a day of toil. Note that many of them carry bundles under their arms. Ask them what they carry.

"The factories are not the only places from which girls are forced to take work

to be completed before they can seek their beds. A girl friend of mine pointed to a picture of a famous actress in one of her most popular characters. 'That gown,' said the girl, 'was finished in my kitchen at three o'clock in the morning. My sister brought it home from —'s,' naming a palatial store in whose dressmaking department many stage wardrobes are made.

"It is the book-binderies, rather than the shops and factories, that are the worst offenders in the matter of night work for women. A month or two ago a big firm down-town was actually advertising in the daily papers for girls to work from eight o'clock at night until four in the morning. Until very recently two well-known magazines (one of them a celebrated 'muck-raker') had a system in their binderies by which, two weeks in the month, the girls worked seventy-eight hours a week, the other two weeks being slack. Sixty hours is the legal week. One night, and sometimes two, some of the girls worked all night. A representative of the Consumers' League went to one of these magazines and labored with the millionaire owner. He admitted that he broke the law, but he added that in his opinion the law was a nuisance, and that he sometimes thought of having it declared unconstitutional. However, he disliked lawsuits and preferred that some one else should bring the test case. He agreed to change the system in his bindery until the law was made over to suit him. \* \* \* \*

"I know a girl who, until lately, worked every Friday twenty-four hours at a stretch. She spoke of it frankly to me, and regretted that she was not strong enough to continue the long hours. Both of these girls belong to the union, and they receive the usual time and a half allowance for their extra hours of work. They are not forced to work at night, the foreman will tell you. Are they not? Even under union conditions the average skilled woman in the binding trades makes little more than \$8 a week. The men in the binderies average \$15, but they have so hypnotized the women that the men are able to monopolize all the highly skilled parts of the trade, leaving the simpler operations to the women. No woman is allowed to go higher than the sewing to-

gether of the sheets. The girls at the sewing machines make from \$7 to \$8 a week. The work requires intelligence and a fair amount of skill, and if it were a 'man's job' it would command twice the wages. However, the women accept the half loaf as better than no bread at all. When a chance offers to double her wages by working a night or two in the week, is it any wonder that an energetic girl jumps at it? Most of the binders agreed, when we talked it over, that it wasn't so bad, if they only wouldn't ask you to leave the shop before daylight. That was the worst, the going home in the dark, when the cars and ferries are running at such wide intervals, and such terrible people are hanging around the streets. One girl said that in her shop they let the night shift lie down on the floor and sleep until six o'clock. Her foreman was too kind-hearted to turn a girl out. Another said she used to wait for daylight in an all-night restaurant on the corner.

"Accidents? Oh yes, accidents do happen sometimes, when a girl gets too tired and sleepy to be careful. Usually they manage to keep their wits about them, but not always. Catherine used to work as a paster, and as she was a very quick worker she made as much as \$12 a week. Big wages for a woman. But Catherine wasn't satisfied with that. She was bright and ambitious, and when the boss offered her \$25 a week to work at the cover machine all night she was delighted. Twenty-five dollars a week is a princely income to a working girl. It opens up possibilities of dazzling luxury to the entire household, for few girls have only themselves to provide for. So Catherine went to work at the cover machine, all night long feeding magazines to a great hungry steel and iron mouth. One night she was unusually weary. Perhaps she had not slept enough during the day. Even working girls like to have a good time, and sometimes they are so foolish as to sacrifice their sleeping hours to pleasure. Of course no one defends such nonsense. A working girl should *work*. On this particular night the girl at the cover machine was tired and sleepy. The covers didn't run smoothly between the jaws of the monster. Several times they got all wrinkled up and ruined. So, when

the very last cover she ever fed it began to wrinkle she forgot caution and retained her hold on it a fraction of a second too long. The great jaws snapped at her hand. She shrieked—and shrieked. They stopped the machine, but not before the jaws had devoured her arm just below the shoulder."

And, so, the women of New York are granted the legal right to work night, which they will be forced to do under pain of dismissal. It will be noted that the expert testimony of the writer for *Harper's Weekly* does not exactly correspond with that of the factory inspector. Women will work because they are needed at night work; because the employers fought the law enacted for the protection of the women and because the Court of Appeals has said that it was right for them to work. Therefore, they must. How little attention is paid to laws is shown in the fact that never until the present case was there any attention given to the law protecting women in employment. But, now she is legally protected. She has all the rights a man has in making her working contract and can work as long as she can keep awake, or until she falls into her machine from weariness and goes up as a sacrifice to her "Constitutional right to make her contracts to work as long as she likes." Better for her to be a ward of the state.

Other states have not agreed with New York. The Supreme Court of Oregon decided that:

"Women and children have always to a certain extent been the wards of the State. Women in recent years have been partly emancipated from their common law disabilities. They have now a limited right to contract. They may own property, real and personal, in their own right, and may engage in business on their own account. But they have no voice in the enactment of the laws by which they are governed, and can take no part in municipal affairs. They are unable, by reason of their physical limitations, to endure the same hours of exhaustive labor as may be endured by adult males. Some kinds of work, which may be performed by men without injury to their health would wreck the constitutions and destroy the health of women, and render them incapable of bearing their share of the

burdens of the family and the home. The State must be accorded the right to guard and protect women against such a condition; and the law in question, to that extent, conserves the public health and welfare."

The state of Washington had a decision along the same lines. Its Supreme Court said:

"It is a matter of universal knowledge with all reasonably intelligent people of the present age that continuous standing on the feet by women for a great many consecutive hours is deleterious to their health. It must logically follow that that which would deleteriously affect any great number of women, who are the mothers of the succeeding generations, must necessarily affect the public welfare and the public morals. Law is, or ought to be, a progressive science. While the principles of justice are immutable, changing conditions of society and the evolution of employment make a change in the application of principles absolutely necessary to an intelligent administration of government."

But the New York court said, there is no law about the proposition. It is an arbitrary interference with the right of the woman under the guise of a labor law.

Of this same decision *Harper's Weekly* very aptly said:

"It is not alone the women of New York State who are concerned in this decision. In Rhode Island, Pennsylvania, New Jersey, and half a dozen other manufacturing States agitation for better protective laws for women workers is very active at the present time. It is stated on exceedingly good authority that eight States are waiting to hear whether it is safe for such laws to be passed. If it is not safe, if the highest court in the largest manufacturing State in the Union declares that it is unconstitutional even to protect women and girls from actual physical danger, what is the use of any legislation in behalf of women workers? What is the use of Pennsylvania forbidding their employment in coal mines; Illinois, Nebraska, and Missouri in the slaughter pens of the packing houses? Eleven years ago Illinois set the example of declaring the prohibition of night-work for women unconstitutional. One of the re-

sults of that action was that certain New York corporations established branch factories in Illinois that they might force more women to work at night than the local manufacturers needed. Just as New England capital has gone into Georgia and South Carolina that it may take advantage of child labor. If the People lose their case *vs. Williams and O'Rourke*, Massachusetts, Indiana, Nebraska, and New Jersey will remain the only States where women are protected against night work. How long will they keep their protective laws? Seven States in the Union have no laws at all for the protection of women workers, and at least seven more have only laws forbidding women to tend bar or to work in mines. What hope is there for the women of these States?"

It is refreshing to know that some one besides ourselves will consent to handle these questions as they ought to be handled. The reading public expects that labor organizations will deride court decisions that are contrary to their opinions but, when publications that cannot be accused of indulging in exaggerated flights of fancy over the wrongs of the workers will give expression to views that are similar to those of labor organizations, it ought to help the latter in convincing the public that conditions are not misrepresented when legislation is sought for the protection of those who work for wages.

And, by virtue of the sacred right of contract, woman has a right, forced by necessity, to bargain for her services. When her bargain is a bad one and she has to adopt something else to assist her to live and dress well enough to get into the society of other people and if perchance her "other" means shock the moral laws made for the government of the community, the court can put her away out of the sight of those whose moral sense was shocked because, in the exercise of her right to make a private contract she made such a poor one that she had to make another, which the constitution did not sanction, that she might be able to live. We have laws that drive women to shame and then we, in our wisdom, have laws to imprison them for exercising their rights.

The law of private contract never did and never can apply to work and wages.

## Wages Go To Europe.

The earning power of a community and its willingness to spend its money has everything to do with the prosperity of that community.

The power to earn good wages depends on the readiness to spend a fair portion of the amount earned. This simply resolves itself into the question of creating demand that creates other demand by which all workers and their employers are able to do business and enjoy its benefits. Restriction of earning capacity means a reduction in demand to be followed by other reductions of the same nature until we have a panic. This condition will remain until enforced demand for actual necessities forces resumption, and in time a return to fair working and earning conditions.

It, therefore, follows that the most prosperous country is that in which the wages earned are expended in that country. To earn wages and not spend them or to send them out of the country without receiving any return for them means that the business of the country paying the wages is shut off to the extent of the purchasing power of the money thus lost to business.

The immigrants have been employed as soon as they landed, and in the great number of instances were paid fairly good wages for their class of work. The lowest wages paid were more than sufficient to meet the low standards of living peculiar to them and allowed them to save the greater part of their earnings. This naturally means that there has not been compensatory return from wages paid to them when judged from their standards as purchasers. The business community has lost that much business, and in turn production has been retarded because there has not been increased demand for goods that should have followed the payment of wages.

It might be truthfully said, this hasn't been noticed, but it must be remembered that times have been exceptionally good for the past ten years. If production falls off for any reason it will be noticed.

Even if the workman does not spend his

money and puts it in a bank it has the advantage of circulation and thus assists to encourage business, but when it is sent out of the country to take care of people in another country it is lost to business and hinders, to the extent of its lost purchasing power, the development of production by decreasing the demand for it.

The United States is losing millions annually through the shipment of wages to Europe and Asia. Millions of dollars are taken from business that rightfully belong to it, and when thus sent abroad there is no return unless it might be in boat fares paid to bring over more workers to add their savings to the amounts sent to Europe.

We have it from reliable sources that one government at least has been able to replenish its own depleted exchequer through the large amounts of American money placed in circulation. This money was sent to the old country to care for parents, and others, left at home. This same government has encouraged the immigration business to the extent even of guaranteeing thirty thousand passengers annually to one steamship line alone.

If this money means so much for the home treasury would it not mean more for the business of the United States?

To show what this drain means we quote this information:

Last year the enormous sum of \$63,047,867 was sent from the United States to foreign countries in postoffice money orders, the greater part of it undoubtedly being contributions from foreign-born citizens for the support of their parents and families in the countries from which they came. There were 3,036,508 transactions, which shows an average of \$21 for each money order sent. It may be assumed also that a considerable amount of it was intended to pay the passage of immigrants to this country and that a large number of the 1,000,000 additions to our population during 1906 was brought over by that means.

During the last ten years the enormous sum of \$288,721,000 has been sent from the

United States to foreign countries in 16,194,481 postoffice money orders, which is an average of about \$18 for each transaction. This is a tremendous drain upon the finances of the country, and as money orders are seldom used by persons of large means in regular business transactions, it is safe to say that almost the entire amount came out of the savings of the wage-earners of the country. It is doubtful whether any other country could have sustained such a drain.

The increase during the ten years ending 1906 has been phenomenal. Three times as many postoffice orders were sent abroad in 1906 as in 1897, and they represented five times as much money. The following statement will show the number of orders issued each year during the last ten years and the amount of money represented by them:

|                | Orders issued. | Value.       |
|----------------|----------------|--------------|
| 1897 . . . . . | 944,185        | \$13,588,379 |
| 1898 . . . . . | 955,344        | 13,259,769   |
| 1899 . . . . . | 968,501        | 13,744,770   |
| 1900 . . . . . | 1,102,067      | 16,749,018   |
| 1901 . . . . . | 1,245,888      | 20,072,614   |
| 1902 . . . . . | 1,300,111      | 22,974,473   |
| 1903 . . . . . | 1,914,149      | 35,237,935   |
| 1904 . . . . . | 2,208,344      | 42,550,151   |
| 1905 . . . . . | 2,506,384      | 47,516,028   |
| 1906 . . . . . | 3,036,508      | 63,074,867   |

This does not represent all of the money sent to Europe and Asia. It will serve to show how much has gone that ought to have remained in our home enterprises. It means that this disposition to send money out of the country has been accomplished by depriving the worker of an opportunity to enjoy a better living, to come closer to our ideas of what an American workman ought to have in the way of food, housing and clothes, not forgetting the important question of education for the children, and there are plenty of them as any city can bear witness.

Aside from attempting to save a reasonable amount against old age and illness, the first thing to do with wages is to spend them to the best advantage and spend them at home. If money goes abroad in trade it serves the same good purpose, but when it goes from here to be spent abroad

with no return to this country, it is worse than lost.

To work this question down to a basis where it may come closer home in its application, do any of our good women readers ever indulge in the bad habit of giving their help to a rummage sale? If they do they know how it is done and they also know how much money they have made, but do they ever think of the sacrifice that their business interests are called upon to bear?

The new comer is depended upon to purchase what is offered. He goes as invited and buys a fairly good suit. It is as good as he needs, and he gets it for say, a dollar. A suit down town would cost him twelve dollars at least. He saves eleven dollars. The business is lost to his community that pays him wages. He sends the amount saved to the old country. The rummage sale has gained one dollar, while the other eleven have been forever lost to business.

These sales cater to people who can afford to buy clothes but who are satisfied to dress in keeping with their low standards of living and are willing, even anxious, to get the cheap lot of clothes and save their money.

This dollar "saved" means the loss of a sale to the clothier, in turn the wholesaler loses, the manufacturers of cloths, findings and other materials needed in the suit, all lose their proportion of business. One dollar doesn't mean much, but when we find that sixty-three millions go to the bad, that is abroad, in one year, it means something.

The effect on wages and living conditions must be met and fought out by the millions of wage workers who have decided that it is their right to live decently and enjoy life as human beings are supposed to enjoy it. They do not believe that the crumbs from the rich man's table are sufficient for their living nor the hut or animal burrow fit for their home, but this continuous drain on the business advantages of this country means that these conditions are acceptable to the foreigners who want to work and live and be housed as few animals dare be, and their influence is to drag all the rest down to their own level.



## Cutting Down The Mileage.

It is the business of every progressive railroad manager to cut down grades and reduce mileage in every way possible. The train speed limit has been reached under present conditions, that is, if anything approaching safety is to be a part of the consideration and not much remains except to cut out curves, reduce grades and devise "cut offs" to save mileage on the long hauls and between points where traffic will insure returns for the necessary expenditure. The through passenger and freight traffic between Chicago and New York, with the cities that would be touched by an air line route, would furnish enough through traffic under fair conditions, to insure safe revenues. And, it is a question of but few years until something of the kind will have to be done to properly take care of the increasing business of the railroads.

Several years ago we thought we had reached the limit of everything in train hauls, high speeds and heavy equipment. Today the railroad appliances of that period are a joke in comparison and, with the rapid increase in population, manufacture and agriculture that has only commenced, the transportation necessities of the future are better realized now than they were two decades ago.

The *Railway Age*, for July 7th, gave a brief note to the matter of reduced mileage between Chicago and New York. It said:

"Between New York and Chicago the air line distance is less than 700 miles. By the shortest rail route at present, the Pennsylvania, the distance is 911 miles; by the next shortest, the New York Central lines, it is 960 miles. A glance at the map shows that the Pennsylvania via Pittsburg swings 100 miles south of the straight line, while the Central reaches nearly 150 miles north of it on the route via Albany and Buffalo. These

great competitors have been planning and working to reduce the mileage, as well as the grades and alignment, between their principal termini, and it begins to seem possible that some time the fastest trains between New York and Chicago will leave both Pittsburg and Buffalo out of their route. The *Pittsburg Gazette* sounds the warning that ere long the people of that city 'will wake up and find that Pittsburg is not even a waystation for the magnificent through fliers between New York and Chicago, and Buffalonians will awake to the same fact with regard to the New York Central.' The Pennsylvania, the *Gazette* calls to mind, is buying its right-of-way for a new line which will make a short cut from its lines east of Pittsburg to its lines west. By constructing about 80 miles of road to connect existing branches it may have a new route from Tipton, near Altoona, via Mayport and Red Bank to Enon, on the Fort Wayne line, which will save 14 miles over the Pittsburg route and avoid heavy grades and the congestion of that busy city's terminals. The New York Central can do better than that when it completes the costly Clearfield-Franklin line of 107 miles, now well along, provided that from Williamsport to New York, over 300 miles, it uses the Reading-Jersey Central tracks or acquires a line of its own. It may thus save some 80 miles over the Albany-Buffalo route and reduce the New York-Chicago distance to less than 900 miles. These are possibilities. Whether or not they are soon to be realities is an open question."

The entire question is an acknowledgment of the demands of the public for time to be saved and to the demands of the investors for money to be saved. The air line is not impossible by any means between large cities.



# NOTES

WANTED.—To know the whereabouts of my son, George A. Hoppes; last heard of at Argenta, Ark. Address, Mrs. Mary Hoppes, Erin, Tenn.

WANTED.—To know the whereabouts of T. S. Lee; last heard from at Spokane, Wash. Address, T. E. Ashton, No. 16 York St., Norwich, N. Y.

WANTED.—To know the address of G. B. Taylor; he worked a while last winter on the I. M. & S; last heard of him was at Mayfield, Ky.

WANTED.—To know the whereabouts of Charles Furey; last heard from at Hartford, Conn. Address, John Furey, Saratoga Springs, N. Y.

WANTED.—To know the whereabouts of E. M. Sharp; last heard of was employed at Little Rock, Ark. Some very important news awaits him. Address, his sister, at No. 1810 Norton Ave., Kansas City, Mo.

WANTED.—To know the address of H. B. Fennell, a member of Lodge No. 847. He left his wife some time in April, at Memphis, and she is in very distressed circumstances. Address, Mrs. H. B. Fennell, Gen. Del., Gleason, Tenn.

WANTED.—To know the whereabouts of George A. Thompson; last heard from was switching in some yard in Chicago, Ill. Have some very important news for him. Address, his brother, F. C. Thompson, Box 85, Hamlet, N. C.

SOUTH CHICAGO, ILL.—Brother H. B. Rogers, of Lodge No. 715, paid his dues for April, May and June on March 22d, secured traveling card good through the month of April, and mysteriously disappeared. Any information concerning this brother will please be sent to C. J. Baker, Financier, Lodge No. 715.

WANTED.—To know the whereabouts of one J. R. Shelton, who was Financier of Banner Lodge No. 429, Spicer, N. C., during May and June, 1907. Was headed west when last heard from. Was expelled for non-payment of dues July 1st, 1907. Send all information to Chas. C. Adams, Box 178, Salisbury, N. C.

## HE HAS ONE OF OUR WATCHES.

I take pleasure in informing you that I received my watch O. K. To say I am pleased would be putting it mildly. I can't say anything to you but plain *thank you*. I can say for the

watch it is one of the best any man ever carried and will take pleasure in showing it to my friends. Wishing you success and much business, I beg to remain,

Very truly yours,

A. W. SARGENT,  
Baird, Texas.

## THE CONFLICT OF THE AGES.

From the pen of C. L. Poorman deals with the present conditions that affect all society and bears heavily on the great feeling of discontent that is paramount in the mind of the average man of small or moderate means. "The increasing murmuring of the people indicates the approach of extraordinary efforts to secure reforms, either by revolution or evolution. Which shall it be?" The entire question is covered very carefully and studiously in the work which is offered by Charles H. Kerr and Company, Chicago, Ill.

## CAR REPAIR MAN'S GUIDE.

The JOURNAL has received from the McConway & Torley Co., of Pittsburg, Pa., a little book that contains a world of useful information to railroad men in general, but, particularly, to car repair men.

The object of the book is to place definite information in the hands of the men, so that proper repairs may be secured, and the many annoyances incident to car troubles may be done away with.

A copy of this book will be sent free to any railroad man who asks for it. Our readers are requested to call the attention of car repair men to this work, and to advise them to send for it.

## THE INDUSTRIAL CONFLICT.

This is a new work written by Doctor Samuel C. Smith of the Department of Sociology of the University of Minnesota and deals in comprehensible terms with the present day labor situation as viewed from both sides. Doctor Smith deals fairly with the question and uses the expressions of both the employers and the representatives of the labor organizations. From the views presented by both sides he forms his own argument and it is one that is instructive without dealing in the great amount of theory that usually accompanies a work of the kind. The Doctor does not cater to either side of the "Conflict," but rather gives an impartial expression of his opinion to both sides. While there may be certain parts of the

deal of attention to what is going on while the lodge is in session.

Business is not very brisk on the M. K. & T. at this time, but heavy business is in sight for the very near future. Visiting members will always be assured of a hearty and cordial welcome.

V. N. Lott.

\* \* \*

LONG ISLAND CITY, N. Y.—We are very busy in our work, for at our last meeting we only took in sixteen new members, and expect to take in a few more next month. Our freight yard at Jamaica, L. I., is now almost a solid yard and every yard man is on the lookout for a road freight man, and the same feeling exists in the passenger department. We not only help others to get into our grand Order, but we never forget those who are in it.

One of our brothers, who has had the misfortune to lose some of his fingers, was presented with funds enough to tide him over his trouble, and his face expressed more than words ever could.

A few of our members have the Panama fever, and we ask the brothers of that zone to keep a look out for them.

MEMBER, Lodge No 517.

\* \* \*

## Earn Something During Vacation.

There ought to be about one hundred thousand girls and boys out of school during vacation that belong to our Brotherhood homes. "All work and no play makes Jack a dull boy," but it is not a bad idea to mix up enough work in the play to make the latter the better appreciated. The JOURNAL has a way that offers the chance to mix the two with profit in both directions.

If the Brotherhood girls and boys will get subscriptions for the JOURNAL during vacation they can get in return for their work good values in prizes that could not be given if cash commissions were paid.

For our boys and girls we have specially selected prizes. They are of the kind that each one can use, the values are of the first class and their retail price amounts to one hundred per cent in commissions.

We have a Lady's Queen Watch that sells for \$30.00 and we offer it for 30 paid yearly subscribers. We have a Commercial Standard Watch that sells for \$35.00 and we offer it to the boys for 35 paid yearly subscribers, then we have a splendid signet ring we offer with either monogram or initial, engraved to order, for 20 paid yearly subscribers. These are high class goods and if the Agents feel that they have not received first-class prizes we will make them satisfactory. Your own jewelers can be the judges when you receive the prizes.

Every boy and girl can easily get one or more of these prizes. You might as well go back to school with something to show for your own effort during vacation. There can be no better offer

work that do not concur wholly with our ideas of the question the work is an excellent one and ought to be of interest to every person who is alive to the conditions and needs of the times. Fleming H. Revell Co., 80 Wabash Ave., Chicago, Ill., and 25 Richmond St., West, Toronto, Canada. \$1.00 net.

\* \* \*

ABBOTSFORD, WIS.—I saw in the May number where a kicker from Lodge No. 191 has inquired as to who got the raise. If the brother thinks anyone other than the B. R. T. did so he is mistaken. I think the writer was one of the sore-heads who belongs to the Switchmen's Union rather than the B. R. T.

The B. R. T. was first in the field, and it is not going to have two classes of lodges to suit any one. It is here to stay, and its members will stay together. If the writer is ashamed to go to the B. R. T. lodge he ought to go where his inclinations point the way.

I have been a member of the Brotherhood for the past eighteen years. I have heard a number of objectors, who did not know what they were talking about at the time, and none of them has ever been of any use to our Organization.

GEORGE McDUFF,

Lodge No. 410.

\* \* \*

## A New Watch Offer.

Through the kindness of Mr. Webb C. Ball, of The Ball Watch Co., the JOURNAL is enabled to offer a man's watch for thirty five subscriptions.

We make this offer so that the members of the families of our brothers, who do not need a strictly high grade railroad movement, can get a good first-class watch for a very few subscriptions. This watch is a good movement, and admirably adapted for all purposes, except railroad work. It is the same watch that is sold to the business man, and gives satisfaction. The watch is a very carefully made movement, and is offered in a twenty-year gold filled case of handsome design. The watch will make a splendid reward to any of the boys who desire to have a first-class watch for very little effort. The watch retails for \$30, and is offered for thirty-five yearly paid subscriptions.

Our "Queen" watch is also offered for thirty paid yearly subscriptions, and a B. R. T. Standard Webb C. Ball watch is offered for seventy-five paid subscriptions.

\* \* \*

SMITHVILLE, TEX.—We have been very busy lately, admitting new members, and the young blood and enthusiasm are promising to do something that will arouse the old order of things and start us going at a better clip than we have for some time past.

Our officers are all old and tried members, and can be depended on to do whatever is necessary for the best interests of the lodge and the organization.

Our members are paying more attention now to what is going on, and our meetings are fairly well attended. All of the members appear to be anxious for business to open, and they pay a great

made to you for your work than the JOURNAL has made.

Let us see if we cannot get a few thousand new subscribers for the JOURNAL during July and August.

Look at the advertising pages for our other prize offers. Remember, you can have your own home jeweler pass upon the value of these prizes. We will make good.

\* \* \*

### LOST.

L. D. Crouch, Lodge No. 24, receipts.

Harry Peifer, No. 602, receipts and card case.

J. T. Wade, Lodge No. 717, receipts for the past four years.

J. J. Robinson, Lodge No. 231, receipts from May, 1906, to July, 1907.

Wm. C. Diershow, Lodge No. 364, receipts from May, 1906, to June, 1907.

G. V. Hunter, Lodge No. 859, B. R. T. and Eagle receipts, Lodge No. 78.

D. P. Nolan, Lodge No. 624, receipts from April to June, also traveling card.

J. R. Wright, Lodge No. 590, pocketbook, containing receipts, reference letters and traveling card good until the last day of July.

The following articles herein mentioned as lost, if found, will please be returned to the Financier of the lodge of which the loser is a member:

J. H. Foster, Lodge No. 200, receipts, traveling card and other valuable papers. The brother asks that these articles be forwarded to him to Hinton, W. Va., if they are found.

M. J. Murphy started for home from Minot, North Dakota, January 1st, 1907, and has not been heard from since. Notify Miss Katherine Murphy, 141 East Main street, Lexington, Ky.

J. E. Van Lear, Lodge No. 786, pocketbook, containing traveling card and receipt for May, bank checks to the Valley National Bank of Chambersburg, Pa., secret work and quarterly pass.

\* \* \*

## Business Subscribers Received For July

Under this head the JOURNAL will print once the name, business and business address of each business firm, or, of each person in business for himself, or, representing a business firm as its agent who subscribes for one year. The idea is to inform our readers who among their businessmen have subscribed and to recommend to them the fairness of giving their patronage to those who have patronized the JOURNAL.

### KENTUCKY.

Received from Ed. Wiley, Lodge No. 494:

#### LEXINGTON.

Marders & Kelly Barbers, 400 E. Main.

W. F. Burke, Grocery, 380 E. Main.

U. Proctor, Cafe, 348 E. Main.

Curry Bros., Druggists, 320 E. Main.

McGuff's Stone Works, 238 E. Main.

Combs Lumber & Mfg. Co., 234 E. Main.

Chas. R. Lauer, Home Bakery, 213 E. Main.

Geo. Land, Coal Merchant, 168 E. Main.

Reeder & Cull, Barbers, 164 E. Main.

A. H. Watkins, Sodas and Fruits, 162 E. Main.

J. R. Shedd, Harness and Shopping Bags, 167 E. Main.

Frazer & Bush, Electrical Contractors, 163 E. Main.

King & Metzger, Jewelry, 161 E. Main.

W. S. Frost, Fire Insurance Agent, 569 McClelland Bldg.

Miles & Bros., Tea and Coffee, 149 E. Main.

Dr. Porter Prather.

Lexington Herald Printing Co.

J. F. Cruickshank, Shoe Maker, 131 E. Main.

Jno. R. Viley & Co., Books and Stationery, 127 E. Main.

Clay, Rose & Cockrell, Real Estate, 117 E. Main.

Connell, Ryan & McCarty, Tailors and Clothiers, 106-108 W. Main.

Graves, Cox & Co., Clothiers, 124 W. Main.

Graddy & Bradley, Furnishing Goods, Hats and Shoes, 140 W. Main.

McClure & Bronson, Stationery, Books and Paper, 152 W. Main.

D. B. Honaker, Florist, 162 W. Main.

W. H. Thompson, Trunks and Traveling Bags, 139 W. Main.

Victor Bogaust, Jewelry, 135 W. Main.

John A. Kelley, Florist, 131 W. Main.

E. C. Kidd, China and Cut Glass, 117 W. Main.

The Model Clothing Co.

Lexington Brewing Co., E. Main.

T. C. Dixon, Plumbing and Gas Fitting, 227 E. Main.

Bryan, Goodwin & Hunt, Wholesale Merchants, E. Main.

Embry & Co., Women's Outer Garments, 141-143 E. Main.

Sherman Strain, Luxury Barber Shop, 111 E. Main.

Robertson & Weitzel, Druggists, 101 W. Main.

T. B. Hay & Co., Hardware, etc., 119 W. Main.

Caden & Winn, Ladies' Furnishing Goods, 210 W. Main.

Noah's Ark, Notions and Toys, 224 W. Main.

Smith & Chick, China and Glass, 254 W. Main.

Rogers & McGee, Shoe Merchants, 264 W. Main.

Barnes & Hall Drug Co., 275 W. Main.

Sample Shoe Co., 268 W. Main.

Coffman Clothing Co., 312-314 W. Main.

Vandeering Hardware Co., 340 W. Main.

Pence & Beard, Hardware, 350 W. Main.

The Peerless, Ladies' and Children's Furnishing Goods, 357 W. Main.

The Milward Co., Pianos and Organs, 305 W. Main.

Sloan and Mansfield, Natural Gas Supplies, 332 E. Main.

Wm. Fuller, Oshkosh Overalls, 366 E. Main.

J. M. O'Geary, Wines and Liquors, 383 E. Main.

Phoenix Hotel.

Ed. Martin, Wines and Liquors, 111 S. Lime-stone.

Rose & Maxwell, Groceries, 302 E. Maxwell.

Wells & Downing Furniture Co., 193 W. Short

G. A. DeLong, Real Estate Agent, 157 V Short.

Leland Hotel, Short.  
Walter Davidson, Wines and Liquors, 326 E. Main.

Lexington Lumber Co.  
J. F. Hines, Wines and Liquors, 115 S. Limestone.

Geo. B. Strader, "Cafe Royal," S. Limestone.  
Jno. Hutchison, Grocer, 301 W. Main.  
W. P. Maher, Wines and Liquors, 123 N. Broadway.

Shouse & Looney, Groceries, corner E. Main and Deweese.

Kentucky Steam Laundry, 113-115 S. Upper.  
Special Shoe Co., 206 W. Main.  
Crawford & Gregory, Wines and Liquors, corner Lime and Water.

M. J. Golden, Gas Supplies, 200 E. Main.  
A. F. Wheeler, Furniture Co., N. Limestone.  
Dr. J. W. Scott, Room 204 Security Trust Bldg.  
Reed Hotel.  
Rhodes Buford Furniture Co., 425-429 W. Main.  
J. W. Kincaid, Wines and Liquors, Pool Room, 400 E. Main.

Miss K. Galbreth, Millinery, 155 W. Main.  
The Baker Grocery Co., corner High and Drake.  
W. S. Duncan, Groceryman, 497 E. High.  
Combs Lumber Co., 232 E. Main.  
S. B. Pierce, Liquor Dealer, 176 Deweese.  
H. W. Renick, Druggist, corner Deweese and Third.

Fred Luigard, Groceries and Liquors, 1100 Third.  
E. B. Tingle, Groceries and Liquors, 520 E. Third.

D. F. Johnson, Groceries and Liquors, corner E. Third and Nelson avenue.  
Murphy & Conley, Liquors and Pool Room, corner Constitution and Norton avenue.

Pluto Coal Co., Coal and Feed, E. Third.  
Dr. Mathews, Dentist, corner W. Main and Upper.

Lambert & Gleason, Liquor Dealers, 110 N. Broadway.

J. J. Galvin, Liquor Dealer, corner W. Main and Broadway.

J. F. Ott, Fresh Meats, Stall No. 10, Market House.

C. D. Cunningham, Wholesale and Retail Paints, 343 W. Short.

D. A. Furlong, Liquor Dealer, corner N. Broadway and Short.

Doyle & Welch, Liquor Dealers, corner N. Broadway and Short.

J. H. Foster, Liquor Dealer, 119 S. Mill.  
G. P. Ross, Shoe Dealer, 246 W. Main.

L. H. Ramsey & Co., Painting and Decorating, 115 S. Mill.

J. W. Kent, Fruits and Candy, Stall No. 2, Market House.

#### MOUNT STERLING.

C. G. Thompson, Wholesale Groceries, Maysville.

Home Steam Laundry, Maysville.

J. R. Hainline, Liquor Dealer, Maysville.

Harris & Chenault, Furniture and Undertaking.

D. N. Young, Wholesale Liquor Dealer.

Chenault & Crear, Hardware.  
National Hotel, Maysville.

#### PARIS.

Dr. J. A. Creason, R. F. D. No. 6.

ST. ALBANS, W. VA.

L. S. Lee, Shoe Maker.

#### MACON, GA.

Received from A. B. West, Lodge No. 376:  
Acme Brewing Co., corner Hammond and Bay.  
J. C. Scarborough, Barber, 507 Fourth.  
G. W. Poston, Wines and Liquors, corner Fourth and Poplar.

Hotel Stewart, 513 Fourth.

#### ARGENTA, ARK.

Received from F. H. Stroud, Lodge No. 449:  
A. Kahn, Hotel and Cafe, 1021 Main.  
Engelberger's Hotel and Cafe, 400 Main.  
Hall Drug Co., 332 Main.  
R. D. Lewis & Long, Barber Shop and Pool Room, 313 Main.  
Twin City Bank, 201 Main.

#### LONDON, ONT.

Received from Chas. Veech, Lodge No. 415:  
Scandrell Bros., Liquors and Groceries, 175 Dundas.

Chantler Bros., Coal Merchants, Bathurst.  
Globe Caskett Man, E. Dundas.  
McCullen & Willis, Coal Merchants, 657 Richmond.

Webster & Kernothan, Coal and Wood Merchants, Picadilly.

#### NEW MEXICO.

Received from Eugene Bruce, Lodge No. 570:

#### ALBUQUERQUE.

First National Bank.  
Bank of Commerce.  
Schutt Candy Co.  
S. E. Newcomer, Book and Art Store.  
Perfecto Armijo, Sheriff Bernalillo County.  
H. Yanow, Broker.  
Golden Rule Dry Goods and General Merchandise Co.

Graham Bros., Club Rooms.  
Ben Bothe, Bar and Cafe.  
St. Elmo, Club Rooms.  
F. E. Sturges & Co., Hotel.  
Van Mercantile Co., Drugs and Jewelry.  
J. H. O'Reilly & Co., Drugs and Cut Glass.  
The Economist, Outfitters for Women.  
B. Ilfield & Co., Wholesale Dry Goods and Notions.

Frank H. Strong, Undertaker.  
San Jose Market.  
W. L. Trimble, Livery and Transfer.  
Geo. K. Neher, Club and Bar.  
Wm. Chaplin, Shoes.  
Wagner Hardware Co.  
Monarch Grocery Co.  
A. Everitt, Jeweler.  
J. A. Abercrombie, Southern Bar.  
G. E. Ellis, Proprietor Hotel Craige.  
The Williams Drug Co.  
Hubb's Laundry.  
J. W. Anderson & Co., Groceries.

B. Ruppe, Druggist.  
 W. D. Alexander, The Lobby.  
 C. N. Brigham, Fancy Groceries.  
 P. G. Sanchez, Barber, 119 R. R. avenue.  
 French Bakery, 203 E. R. R. avenue.  
 J. Korber & Co., Vehicles and Saddlery.  
 Stevens, Eicher & Co., Groceries.  
 Borradaile & Co., House Furnishers.  
 The Imperial Laundry Co.  
 P. J. Hawley, Stationery.  
 Mann Saddlery Co.  
 Schwartzman & With, Wholesale and Retail

**Butchers.**

W. Morris Jewelry Store.  
 Dr. B. F. Copp, Dentist, Room 12, N. T. Armijo ket.

**Bldg.**

Leon B. Stern, Dry Goods and Shoes.  
 S. N. Rosenwald, Dry Goods and Shoes.  
 A. J. Maloy, Groceries.  
 A. G. Beauregard, Barber Shop, 111 R. R. ave.  
 J. L. Bell & Co., Hardware, 122 W. Silver ave.  
 Consolidated Liquor Co., 109-111 S. First.  
 Freidburg Bros., Gents' Furnishers.  
 Simon Stearn, Gents' Furnisher.  
 M. Mandell, Gents' Furnisher.  
 W. H. Hahn & Co., Coal and Wood.  
 E. L. Washburn & Co., Clothing.  
 F. G. Pratt & Co., Groceries.  
 State National Bank.

**GALLUP.**

C. N. Cotten, General Merchandise.  
 Geo. Mix, Arcade Restaurant.

**WINSLOW, ARIZ.**

G. R. Banerbach, Club Rooms.  
 Babbitt Bros Mdse. Co.  
 Geo. F. Schaal, Jewelry Store.  
 Chas. Cahn, General Merchandise and Indian  
 Rugs.  
 E. Y. Malich, Dry Goods.  
 Navajo County Bank.  
 Rand Dagg Mercantile Co.  
 W. A. Keeler, Druggist.

**PINE BLUFF, ARK.**

Received from W. G. Jackson, Lodge No. 305:  
 Ed. Levine, Merchant, 211 Main.  
 Kastor & Blumthal, Merchants, corner Main  
 and Second.

G. M. Ladner, Saloon, 109 Main.

**HAZELTON, PA.**

Received from George P. Schwartz, Lodge No.  
 173:

C. J. Boyle, Keystone House, 22 E. Broad.  
 Wagner Bros., Wagner House, E. Broad.  
 E. H. Stettler, Rathakeller, E. Broad.  
 H. Mochamer, Mochamer Corner, E. Broad.  
 J. Petro, Hotel, 61 N. Wyoming.  
 Wetteran & Malkames, Gents' Furnishings.  
 M. Crossins, Hotel, S. Pine.  
 S. H. Bittner, Washington Hotel.  
 J. H. Loughran, Palace Cafe.  
 D. Crosby, Funeral Director.  
 W. T. Kelley, Kelley's Place.

**WEST HAZELTON.**

Grant Tobias, Rising Sun Hotel.  
 Bob Peters, Buck Head Hotel.

**WICHITA, KAN.**

Received from C. R. Dusenberry, Lodge No.  
 350:

The Hub, Clothiers, 114 N. Main.

**MILVERTON, ONT.**

Received from Chas. P. Clarke, Lodge No. 255:  
 Walter Hearn, Barber.

**FORT WORTH, TEX.**

Received from A. J. Jackson, Lodge No. 81:  
 Smith Bros., Barbers, 1606 Main.

**AKRON, OHIO.**

Received from Mrs. Otto Stoll, L. A. No. 140:  
 The Dollar Savings Bank, Frank Boron, 12 Mar-

ket.  
 Akron Monumental Works, S. High, near Mar-  
 ket.

**JEFFERSON CITY, MO.**

Received from J. L. Doolittle, Lodge No. 637:  
 Geo. Fifer, Jefferson Hotel and Restaurant.  
 Wm. Stein, Pacific Bar.  
 Goldman & Co., Gents' Furnishers.  
 Hugo Busch, Florist.  
 Henry Schmidt, Groceries.  
 J. C. Schmidt, Shoes and General Repairing.  
 Dr. Lopp, South Side Drug Store.  
 Jno. Burnes, South Side Laundry.  
 Jacob Tanner, Groceries and Dry Goods.  
 V. Zuber, Marble and Granite Works.  
 Merchants' Bank.  
 C. H. Laugerhaus, Capitol Saloon.  
 J. H. Van Sickle, Broker.  
 L. M. Walthers, Furniture and Undertaker.  
 D. C. Weatherby, Boots, Shoes and Gents' Fur-  
 nisher.

A. H. Hatch, Optician.  
 Weiser & Artz, Gents' Furnishings.  
 J. Ruwart, Kentucky Bar.  
 E. Heck, Groceries.  
 Farmers' and Mechanics' Bank.  
 H. De Wyle, Pharmacy.  
 F. Senevy, Monroe House Bar.  
 G. N. Winston, City Clerk.  
 Capitol Brewing Co.  
 Schleer Bros., Hardware.  
 W. F. Roesen, Western Steam Bottling Works.  
 Nic Keilman, Farmers' Home.  
 Dulle Milling Co.  
 Mike Anderson, Red Front Cafe.  
 E. F. Buehrle, South Side Barber.  
 Frank Jones, Jefferson City Bottling Works.  
 J. H. Dulle, Groceries and Queensware.  
 Jno. Tihen, Lemp Brewing Co.  
 C. C. Chapman, Poultry and Feed.  
 Jim Frazier, Monroe House Barber.  
 Dr. J. L. Thorpe, Physician and Surgeon.  
 Schultz Dry Goods and Carpet Co.  
 J. B. Richter, Richter Barber Shop.  
 Houk McHenry, Capitol Telephone Co.  
 Lafe Bacon, Gents' Furnishing Goods.

**ALTOONA, PA.**

Received from W. C. Giarth, Lodge No. 174:  
 Paul Just, Phoenix Hotel, 300 Fourth avenue.  
 J. P. Reilley, Hotel Walton.  
 Joseph Stevens & Son, 1619 Eighth avenue.  
 West Bros., 230 Sixth avenue.

## CHADRON, NEB.

Received from Geo. R. Scott, Lodge No. 190:  
 Chas. Mackey, Rancher.  
 F. H. McCulley, Rancher.  
 C. J. Larkin, Rancher.  
 H. E. Brown, Rancher.

## VILLA GROVE, ILL.

Received from E. E. Spivey, Lodge No. 760:  
 Ben Miller, Schlitz Bar.  
 Shuey & Rider, Hardware.  
 Frisco Lumber Co.  
 Villa Grove Gazette.  
 J. P. Heacock, Real Estate and Loans.  
 F. Stirrett, Cafe.

## TOLEDO, OHIO.

Received from I. R. Innes, Lodge No. 512:  
 W. R. McFadden, Jeweler and Watch Repairer,  
 407 Summit.  
 A. S. Hickok, Dry Goods and Carpets, 209-211  
 Summit.

## CHESTER, PA.

Received from W. A. Sill, Lodge No. 732:  
 E. Sproul, Supt. Seaboard Steel Casting Co.

## HARRISBURG, PA.

Received from P. F. Bruehl, Lodge No. 383:  
 J. D. Hawkins, Est. Undertakers, 300 Cumber-  
 land.

## TORONTO JUNCTION, ONT.

Received from T. J. Curran, Lodge No. 255:  
 The Toronto World.

## BALTIMORE, MD.

Received from H. E. Eaton, Lodge No. 124:  
 Everhart & Bro., Organ and Piano Sales Room,  
 125-127 S. George.

## MANCHESTER, N. H.

Received from G. B. Johnson, Lodge No. 235:  
 Healy Bros., Tailors, 18 Hanover.  
 P. H. Sullivan, Lawyer, Room No. 1, Opera  
 Block.

## TEXAS.

Received from Mrs. Joe East, Lodge No. 15:

## SHERMAN.

Wolf, Hair & Maxey, Attorneys.  
 The Strange Jewelry Co., 149 N. Travis.  
 Sherman Gas, Light & Fuel Co., 138 N. Travis.

## DENISON.

C. J. O'Malley, Jeweler.  
 F. A. Sherburne, Shoemaker, 116 W. Main.

## CLAYTON, N. MEX.

Received from Chester Reniff, Lodge No. 532:  
 W. M. Humphries, Barber Shop.

## DENVER, COLO.

Received from G. W. Stage, Lodge No. 680:  
 J. S. Dreyfuss & Co., Men's Clothing, Sixteenth  
 and Larimer.

## YERMO, CAL.

Received from N. J. Remackel, Lodge No. 74:  
 A. R. Sworthout, General Merchandise and Post  
 Master.  
 J. H. Hanes, Manager Hall House.  
 J. T. L. Harris, Rooming House.

## VALENTINE, TEX.

Received from L. W. Mullen, Lodge No. 80:  
 J. S. Slaton, Butcher.

## TEXAS.

Received from M. J. Garvey, Lodge No. 52:

## SCHERTZ.

Wm. Shertz, Merchant.

## SAN ANTONIO.

H. E. Hilderbrand, Manager S. A. Transfer,  
 corner Nacogdoches and Houston.  
 Jaske Bros., Dry Goods, corner Alamo and E.  
 Commerce.

## COLUMBUS.

Mr. Hutchins, Manager Stafford Bank.

## BELLEVUE, OHIO.

Received from A. I. Longstreet, Lodge No. 54:  
 F. O. Bates, Hardware, 100 Kilbourne.  
 H. Hale, Billiards and Pool, 114 W. Main.  
 Henry Bender, Restaurant, 417 E. Main.  
 Hillson & Nagel, Barber Shop.  
 J. Unser, Photographer.  
 John Huff, Grocer, 202 E. Main.  
 A. G. Kistler, Cash Market, 206 Main.  
 E. A. Stranahan, Dry Goods, 118 Main.  
 Dr. Higgins, Dentist, 126 E. Main.  
 Dr. M. W. Bland, Physician, Wolf Block.  
 H. J. Boehler, Meat Market, 131 E. Main.  
 A. P. Hasselbach, Grocer, 106 S. West.  
 J. H. Brinker, Druggist, 113 W. Main.  
 Wm. Bollenbacher, Hardware, 117 W. Main.  
 John Gazley, Grocery, 119 W. Main.  
 C. P. Franks & Co., Grocery, 101 E. Main.  
 A. Ruffing, Dry Goods, 111 E. Main.  
 S. E. Strayer, Restaurant, 407 E. Main.  
 Dr. R. N. Leonard, Dentist, 101 W. Main.  
 F. H. Stone, "The Theatorium," 116 E. Main.  
 Joseph Briehl & Son, Furniture, 125 Monroe.  
 J. D. Cook Co., Clothiers, 130 E. Main.  
 J. Hasselbach, Wines and Liquors, 104 N. West.  
 H. V. Stone, Furniture, Wright Block.  
 E. P. Berk, N. Y. Racket Store, 139 E. Main.  
 J. Bain, Wines and Liquors, 137 E. Main.  
 O. Hergert, Flour and Feed, 113 S. West.  
 W. C. Hankammer, Meat Market, 106 N. West.  
 A. E. Gemberling, Grocer, 128 E. Main.  
 H. A. Schlicht, Grocer, 113 E. Main.

## PASCO, WASH.

Received from F. E. Vogelsson, Lodge No. 307:  
 A. O. Ramy & Brower, Cigars and Tobacco.  
 A. P. Gray, General Merchandise.  
 W. J. Davis, Photographer.  
 J. E. Steffins & Co.  
 Harrigan & Riggs, General Merchandise.  
 B. F. Nye, Tonsorial Parlor.  
 Stafford & Johnson.  
 E. E. Ellsworth, Druggist.  
 Cramer & Sylvester, Mint Cafe.  
 Y. K. Lee, City Cafe.  
 F. M. Downey, Columbia Hotel.  
 T. F. Madden, City Market.  
 J. C. Anderson, Franklin Lodging House.  
 R. P. Norton, Windsor Hotel.  
 Pasco Market, Meat and Cold Storage Co.

## PITTSBURG, PA.

Received from W. H. Sutch, Lodge No. 225:  
Edward Wagner, Fine Foot Wear, corner Penn  
avenue and Main.

## WEST VIRGINIA.

Received from S. E. Knotts, Lodge No. 267:

## EATONS.

Mrs. D. P. Sigley, Farmer.

## FELLOWSVILLE.

Andrew Knotts, Farmer.

Silas Knotts, Farmer.

## COVINGTON, KY.

Received from G. A. Morgan, Lodge No. 345:  
Dan Cohen, Boots and Shoes, 22-24 Pike.  
A. C. Heckman, Florist, 734 Madison avenue.  
Ben Biedenbarn, Jr., Attorney-at-Law, Bradford  
Bldg.

Joe Reusch, Barber, 1920 Madison avenue.

Ben Thomas, Cafe, State and Madison avenue.

## ATLANTA, GA.

Received from R. E. Bransford, Lodge No. 302:  
J. B. Morgan Coal Co., 153 E. Hunter.  
W. R. Carroll, Dry Goods, Shoes and Clothing,  
163 Decatur.

The Famous, 124 Decatur.

Jno. C. Whitner & Co., Fire Insurance, Pru-  
dential Bldg.

Henry Meinert Coal Co., 59 S. Boulevard.

Atlanta Gas Light Co., Electric and Gas Bldg.

T. S. Lewis, Manufacturer Crackers, Cakes and  
Biscuits, 55-57 E. Mitchell.

Georgia Transfer & Storage Co., 14 E. Mitchell.  
M. L. Thrower, Real Estate and Renting Agent,  
39 N. Forsyth.

W. A. Hancock, Manager South River Brick  
Co., 223 Gordon.

## GALION, OHIO.

Received from Carl Monat, Lodge No. 35:

J. E. Parry, Jeweler, Public Square.

Truex & Deming, Clothing, E. Main.

C. W. Bechtol, Jeweler, E. Main.

## CHICAGO, ILL.

Received from C. W. Bucklieu, Lodge No. 531:  
R. J. Keveney, Grocer, 1110 West 103d, Wash-  
ington Heights.

Mainz & Zeller, Hardware, Stoves and Paints,  
10212 Vincennes road, Washington Heights.

## DODGE CITY, KAN.

Received from F. L. Dickinson, Lodge No. 96:

York Key Mercantile Co.

## NEW CUMBERLAND, PA.

Received from H. C. Forry, Lodge No. 172:

F. S. Powell, General Merchandise.

C. D. Wilder, Barber, Fourth and Bridge.

The Central Drug Co., Inc., Third.

## BOSTON, MASS.

Received from E. C. Monahan, Lodge No. 97:  
Albiani Bros., Fashionable Hair Dressing  
Rooms, 150 Summer.

Burke Rivers, Manager The Emerson Shoe Co.,  
185 Summer.

## ALLIANCE, OHIO.

Received from E. H. Miller, Lodge No. 178:  
George R. Newkirk, The Club Cigar Store,  
East Main.

## HARRISBURG, PA.

Received from E. E. Miller, Lodge No. 42:

D. I. Miller, Physician, 1627 N. 6th.

P. G. Diener, Jeweler, 410 Market street.

L. Kauffman, Grocer, 16th street.

Boyd Estate, Funeral Director, 2nd and Chest-  
nut.

S. S. Speese, Funeral Director, 2nd, below  
Chestnut.

J. B. Foltz, Druggist, 6th and McClay.

## BALTIMORE, MD.

Received from C. F. Graham, Lodge No. 124:  
G. W. Graham, Wholesale Liquor Agent, 2010  
Canton avenue.

G. Burns, Confectionery, 2049 Canton avenue.

J. Wills, Ice Cream Manufacturer, 2016 Can-  
ton avenue.

J. Hennessy, Restaurant, 2026 Canton avenue.

C. Simson, Wholesale Cigar Agent, 1811 Bank.

## LORAIN, OHIO.

Received from S. L. Stone, Lodge No. 467:

C. O. Smith, Groceries, 2400 Penfield avenue.

A. T. Grills, Doctor, 1746 Penfield avenue.

F. M. Noxon, Bakery, 1639 Penfield avenue.

Krebs Bros., Meats, Poultry, etc., 1628 Penfield  
avenue.

James Martin, Tailor, 1616 Penfield avenue.

V. Martinec, Wagon Maker, 1521 Broadway.

G. C. Penney, Lime, Coal and Cement, 534 Sec-  
ond avenue.

H. A. Deemer, Insurance Agent, 513 Broadway.

H. Bates, Eagle Moving and Storage Co., 1918  
S. Broadway.

Sam Klein & Co., Gents' Clothing, 311 Broad-  
way.

W. A. Leiter, Photographer, 310 Broadway.

Metzger-Robison Co., Clothiers, 237 Broadway.

Henry Schlennkofer, Saloon, 204 Broadway.

H. Fredrick, Blacksmith and Carriages, 219  
Second avenue.

F. S. Rathwell, Bicycle Hospital, 425 Broadway.

Geo. W. Sumner, New Haven Quick Lunch,  
1102 Broadway.

Barrows Milling Co., Flour, Grain and Feed.

Freeland Bros., Bakery, 322 Evert.

Geo. Wickens, Jr., Undertaker, 439 Frankfort.

J. F. Koch, Tailor, 166 Broadway.

Chas. Garver, Doctor, 1632 Penfield avenue.

Frank Young, Doctor, 1608 Penfield avenue.

L. D. Hurd, Doctor, 1738 Penfield avenue.

R. L. Denham, Groceries, 500 Dexter.

Joseph Nemceck, Groceries, 500 Evert.

C. J. Reising, Shoe Dealer, 326 Evert.

John R. Ries, Groceries, 2009 Penfield avenue.

A. J. Curtis, Druggist, 1909 Penfield avenue.

Reichlin, Scanlon & Ready, Undertakers, 1738  
Penfield avenue.

Klein & Drechsler, Clothing and Gents' Furnish-  
ings, 1728 Penfield avenue.



## DUBUQUE, IA.

Received from H. Budwiser, Lodge No. 581:  
Dr. M. D. Linehan, Physician and Surgeon, 238 Main.

J. J. Strayer, Dry Goods, 118 Iowa.  
Kenline & Rodell, Lawyers, B. and I. Building, Main.

Kape & Buechele, Clothiers, Thirteenth and Clay.

M. A. Doran, Eagle Buffet and Restaurant.  
Klauser & Kress, Hardware, 1250 Iowa.  
Dr. R. J. Sweeney, Dentist, corner Thirteenth and Clay.

Ed. Rider, Cafe, 1497 Jackson.  
G. F. Thoemann, Druggist and Optician, 1800 Clay.

Kohlmann Bros., Clothiers, corner Lincoln and Coulter.

B. Lagen & Son, Livery, 48 Locust.

## PARIS, TEX.

Received from P. C. Boston, Lodge No. 584:  
Dr. Bedford, Broad Building.  
W. J. Reily, Grocer, 205 Clarksville.

## TEXAS.

Received from J. Appleby, Lodge No. 369:

## SAN ANTONIO.

N. B. Jones, Attorney, Alamo National Bank Building.

M. J. Hewett, Phonographs and Records, 1325 W. Commerce.

Geo. Leneard, Manager Texas Loan Co., 237½ W. Commerce.

M. Adelman, Gents' Furnishings, Main Plaza.  
E. J. H. Meier, I. & G. N. Drug Store, 1320 W. Commerce.

## ENCINAL.

G. M. Berry, Cafe.

John Green, Stockman.

## LAREDO.

S. N. Johnson, Agent Anheuser-Busch Brewing Co.  
NEW ALBANY, IND.

Received from Wm. Byrne, Lodge No. 16:  
Moore & Wettig, 225 Pearl.

## PARKERSBURG, W. VA.

Received from H. R. Vance, Lodge No. 355:  
Caskey's Restaurant and Confectionery, 612 Market.

The Ideal Barber Shop, corner Sixth and Market.

## LAURIUM, MICH.

Received from Wm. N. Trudeau, Lodge No. 367:

Phil Van de Moter, Barber Shop, Third.

Henry Fliege, Meats, Hecla.

M. Van Orden & Co., Fuel and Building Material.

The Boston Store, Dry Goods, Clothing and Shoes.

Miss W. D. Johnson, Millinery.

Walter Toupin, Imperial Hotel Barber Shop.

W. J. Reynolds, Market.

Eggen Bros. & Co., Bakery, Confectionery and Cigars.

F. C. Glocke, Cigars and Confectionery.

Dunlap & Lindsay, Bakery.

Thos. E. Bowden, General Merchandise.

Thomas Paull, Meats, Linden avenue.

M. A. Sullivan, Groceries, Confectionery and Tobacco.

J. E. Straudel & Co., Calumet Cash Store.

Peter Mattson, Painting and Decorating.

David Armit, Real Estate and Insurance.

Laurium Hardware Co., Stoves, Paints and Plumbing.

Edwards & Bushnell, Market.

J. K. Finlayson, Groceries.

Mrs. L. M. Nordquist, Millinery.

A. McClennen, Columbia Steam Laundry.

C. E. Anderson, Groceries, First.

J. F. Dupont, Automobile & Bicycle Supplies and Repairing.

W. H. Boone, Plumbing and Heating Contracting.

J. R. Cornish, Photographer, Third.

J. McKerroll, Livery, Feed and Sale Stable, Third.

Superior Pharmacy, Drugs.

## PENNSYLVANIA.

Received from C. Mahoney, Lodge No. 587:

Albert G. Massey, Eagle Ice & Coal Co., 4501 Girard avenue, West Philadelphia.

J. M. Keough, Poultry, Eggs, Butter, 1818-1820 Callowhill, Philadelphia.

## HOULTON, ME.

Received from T. Crothers, Lodge No. 393:

W. A. Brown & Co., Job Printing, Gray Block.

Geo. B. Niles, Boot and Shoe Store, 27 Market Square.

Clough & Tagget, Clothing, Box 342.

Irving & Davenport, Clothing.

Louis Dalton, Barber, 69 Main.

## WEST PHILADELPHIA, PA.

Received from W. R. Foster, Lodge No. 363:

J. Paterson, Gents' Furnishing Goods, 4817 Woodland avenue.

## SOUTH OMAHA, NEB.

Received from J. J. Gannon, Lodge No. 604:

G. B. Gafford, Livery and Sale Stable, 420 N. Twenty-fifth.

South Omaha Ice Co., Coal and Ice, 501 N. Twenty-fourth.

## ALTOONA, PA.

Received from John W. Helman, Lodge No. 174:

A. M. Lauver, General Merchandise, 2000 Fifth avenue.

J. G. Wood, Dairy, 2207 Seventh avenue.

Dr. Fred H. Bloomhardt, 1805 Eighth avenue.

H. Johnson, Family Shoe Store, 1118 Eleventh avenue.

W. F. Sellers, Jewelers, 1116 Eleventh avenue.

H. Kent, Dentist, corner Eighth and Twelfth.

M. E. Lehder, Ice Cream Manufacturer, 703 Twelfth.

Hotel Schilling, Seventh avenue and Tenth.

Hoffman & Engle, Groceries, 330 Sixth avenue.

K. Kuny, Florist, First avenue and Tenth.

Hotel Leroy, Chestnut avenue.

Palace Clothing Co. Men's Furnishings, 1427 Eleventh avenue.

W. H. & L. C. Wolfe, Sporting Goods, 1011 Chestnut avenue.

Osborn & Osborn, Tailors, Masonic Temple.  
 Oliver Rothert, Home Furnishers, Eleventh.  
 Altoona Leather Store, 1417½ Eleventh avenue.  
 E. J. Akers, Pool, Cigars and Tobacco, 900 Eighth avenue.  
 W. T. Ackers, Men's Furnishings, 1115 Eleventh avenue.  
 Frank Cassidy, Barber, 1027 Bridge.  
 Westfall Co., Men's Up-to-Date Furnishings, 1304 Eleventh avenue.  
 E. H. Murray, Men's Furnishings, 1421 Eleventh avenue.

## ILLINOIS.

Received from F. O. Steger, Lodge No. 414:

## DECATUR.

U. S. Wire Mat Co.

## LOVEJOY.

J. W. Maher & Co., Groceries.

## HAZELTON, PA.

Received from G. P. Schwartz, Lodge No. 173:  
 P. Dunnigan, Bottling Works, S. Wyoming.  
 Bachman Bros., Funeral Directors, W. Broad.  
 F. J. Baker, Barber, E. Broad.  
 M. Mardynak, Bottler, S. Pine.  
 J. Sweeney, Groceries, S. Pine.  
 Arnold's Pilsner Beer and Porter, E. Broad.  
 J. W. Boyle, Agent American Rochester Beer.  
 J. J. Gaughan, Gent's Furnishings, W. Broad.  
 E. Riley, Agent Freeland Brewing Co.  
 McHugh & Moran, Bottling Works, W. Broad.

## CONNELLSVILLE, PA.

Received from C. C. Burkholder, Lodge No. 218:

Werthman Bros.

C. W. Downs & Co., 127 Pittsburg.

Wright & Melter Co., Clothiers.

C. T. Giles, Jeweler, 141 Main.

## GRAND LODGE OF THE BROTHERHOOD OF RAILROAD TRAINMEN.

## OFFICE OF GRAND SECRETARY AND TREASURER

To Subordinate Lodges, Officers and Members :

August 1st, 1907

You will please note that there will be no Grand Dues or Protective Fund assessment for Sept., 1907. Financiers when making their Sept. remittance will remit \$2.00 for each Class C, \$1.50 for each Class B, and 75 cents for each Class A certificate for beneficiary members in good standing, and make no remittance for non-beneficiary members.

The same applies to all members, admitted or readmitted during the month of June.

Fraternally yours,



*TSK*  
 GRAND SECRETARY & TREASURER

## STATEMENT OF CLAIMS PAID DURING THE MONTH OF JUNE, 1907

| CLAIM. | NAME.           | LODGE. | PAID TO.                         | ADDRESS.   | AMOUNT.    |
|--------|-----------------|--------|----------------------------------|--|------------|
| 11037  | W. R. Wells     | 223    | John Robert Cuddaby, Excr.,      | Eden, Man.                                       | \$1,002.00 |
| 12413  | G. J. Boyd      | 340    | John J. Boyd, Admr.,             | Sacramento, Cal.                                 | 1,350.00   |
| 12570  | John Williams   | 237    | Mary Williams, Admx.,            | Cleveland, O.                                    | 1,350.00   |
| 12649  | E. W. Martin    | 156    | Mrs. E. W. Martin, Winona,       | Minn and Barbara Monagon, Cumberland, Md.        | 1,000.00   |
| 12721  | T. J. Huggard   | 238    | Lida Collins,                    | Springfield, Mass.                               | 1,350.00   |
| 12722  | Harry Gibson    | 845    | F. A. Droege, Clerk of Court,    | Covington, Ky.                                   | 1,350.00   |
| 12731  | E. J. Spencer   | 195    | Francis C. Williams, Receiver,   | Addison, N. Y., and J. H. Spencer, Oakland, Cal. | 1,350.00   |
| 12754  | J. M. Eckert    | 725    | Ed. J. Fleming, Attorney,        | Winfield, Kas.                                   | 1,350.00   |
| 12776  | J. N. Treadwell | 496    | Mary E. Treadwell,               | New London, Conn.                                | 1,350.00   |
| 12795  | J. V. Golden    | 77     | Phillip Golden,                  | East Bank, W. Va.                                | 1,350.00   |
| 12808  | G. J. Henderson | 88     | Fred Henderson,                  | Logansport, Ind.                                 | 1,350.00   |
| 12805  | E. Gale Dent    | 115    | Kate M. Selby,                   | San Jose, Cal.                                   | 1,350.00   |
| 12806  | H. B. Fritchie  | 163    | Mary L. Fritchie,                | Jersey City Hts., N. J.                          | 1,350.00   |
| 12807  | Henry Shulef    | 471    | Elmer P. Norris, Admr.,          | Mahoningtown, Pa.                                | 1,350.00   |
| 12815  | L. S. Angelo    | 74     | W. R. Angelo, Admr.,             | San Bernardino, Cal.                             | 1,350.00   |
| 12826  | W. W. Bates     | 247    | Neva C. Bates and Neva C. Bates, | Gdn., Sioux City, Iowa                           | 1,350.00   |
| 12897  | Wm. Baker       | 82     | Mamie L. Baker,                  | Pueblo, Col.                                     | 1,350.00   |
| 12898  | Daniel McLeod   | 187    | Agnes McLeod,                    | Buffalo, N. Y.                                   | 1,350.00   |
| 12899  | James McCabe    | 387    | Hannah McCabe,                   | Philadelphia, Pa.                                | 1,350.00   |
| 12900  | L. L. Barrett   | 633    | James Barrett,                   | Indianapolis, Ind.                               | 1,350.00   |
| 12901  | J. E. Meiries   | 24     | Marie A. Meiries,                | Havana, Ill.                                     | 1,350.00   |
| 12902  | G. L. Wantlin   | 101    | Anna Wantlin,                    | Battle Creek, Neb.                               | 1,000.00   |
| 12903  | A. A. Fusselman | 101    | Almeda J. Fusselman,             | Council Bluffs, Ia.                              | 1,350.00   |
| 12904  | T. J. McGrath   | 122    | T. J. McGrath,                   | St. Paul, Minn.                                  | 1,350.00   |
| 12905  | Allen Ziegler   | 387    | Annie Ziegler,                   | Philadelphia, Pa.                                | 1,350.00   |
| 12906  | J. F. King      | 447    | Louise King,                     | Baltimore, Md.                                   | 500.00     |
| 12907  | O. L. Knapp     | 195    | Emma E. Knapp,                   | Corning, N. Y.                                   | 1,350.00   |
| 12908  | Tony Sanders    | 24     | Grace A. Sanders,                | Quincy, Ill.                                     | 1,350.00   |
| 12909  | B. L. Rollette  | 124    | B. L. Rollette,                  | Baltimore, Md.                                   | 1,850.00   |
| 12910  | W. H. Frame     | 677    | W. H. Frame,                     | Weston, W. Va.                                   | 1,850.00   |
| 12911  | T. J. Bentley   | 249    | Elizabeth Bentley,               | North Bay, Ont.                                  | 1,350.00   |
| 12912  | M. J. Savage    | 111    | Margaret J. Savage,              | Bridgeport, Conn.                                | 1,350.00   |
| 12913  | J. J. Manning   | 384    | Minnie Manning,                  | St. James, Minn.                                 | 500.00     |

**STATEMENT OF CLAIMS PAID DURING THE MONTH OF JUNE, 1907—Con.**

| CLAIM. | NAME.             | LODGE. | PAID TO.               | ADDRESS.                | AMOUNT.  |
|--------|-------------------|--------|------------------------|-------------------------|----------|
| 12914  | Don Byron         | 381    | Maggie A. Byron,       | Uhrichsville, O.        | 1,350.00 |
| 12915  | J. P. Olinger     | 387    | Elizabeth Olinger,     | Hancock, Mich.          | 1,000.00 |
| 12916  | I. A. Tyler       | 403    | Mabel E. Tyler,        | Tacoma, Wash.           | 1,350.00 |
| 12917  | C. D. Norman      | 324    | C. D. Norman,          | Ogden, Utah             | 1,350.00 |
| 12918  | C. F. L. Neilson  | 404    | Neils C. Neilson,      | E. Boston, Mass.        | 1,350.00 |
| 12919  | F. P. Johnson     | 545    | F. P. Johnson,         | St. Louis, Mo.          | 1,350.00 |
| 12920  | Dennis Dougherty  | 508    | Delia Dougherty,       | Scranton, Pa.           | 1,350.00 |
| 12921  | William Warnick   | 440    | Wm. Warnick,           | Cumberland, Md.         | 1,350.00 |
| 12922  | Wm. F. Hake       | 21     | Lucy L. Hake,          | Girard, O.              | 1,350.00 |
| 12923  | E. B. Parsons     | 366    | Mattie Alice Potter,   | Woodstock, N. B.        | 1,350.00 |
| 12924  | F. F. Thorpe      | 376    | Martha Thorpe,         | Macon, Ga.              | 1,000.00 |
| 12925  | J. M. Price       | 78     | J. M. Price,           | Albuquerque, N. M.      | 1,350.00 |
| 12926  | C. W. Blakey      | 80     | C. W. Blakey,          | El Paso, Tex.           | 1,350.00 |
| 12927  | John R. Jones     | 100    | John R. Jones,         | E. Mauch Chunk, Pa.     | 1,350.00 |
| 12928  | W. H. Jones       | 484    | W. H. Jones,           | Bark Hill, Md.          | 1,350.00 |
| 12930  | W. J. Potts       | 633    | W. J. Potts,           | Dalhart, Tex.           | 1,350.00 |
| 12931  | Chas. Cain        | 375    | Isabelle Cain,         | Waukegan, Ill.          | 1,350.00 |
| 12932  | J. F. Goins       | 80     | J. F. Goins,           | El Paso, Tex.           | 500.00   |
| 12933  | J. M. Bradley     | 124    | Hattie V. Bradley,     | Richmond, Va.           | 1,350.00 |
| 12934  | S. L. Hall        | 447    | Ida E. Hall,           | Highlandtown, Md.       | 1,350.00 |
| 12935  | C. M. Hamilton    | 64     | Jennie M. Hamilton,    | St. Louis, Mo.          | 1,350.00 |
| 12936  | W. H. Bird        | 47     | W. H. Bird,            | St. Thomas, Ont.        | 500.00   |
| 12937  | E. R. Nelson      | 261    | Lillie Nelson,         | Indianapolis, Ind.      | 1,350.00 |
| 12938  | L. E. Bailey      | 582    | Lucille L. Bailey,     | Baird, Tex.             | 1,350.00 |
| 12939  | J. R. Roberts     | 567    | Ida A. Roberts,        | Keokuk, Ia.             | 500.00   |
| 12940  | L. H. Robillard   | 647    | Elodie Robillard,      | St. Anna, Ill.          | 500.00   |
| 12941  | J. L. Fluet       | 496    | J. L. Fluet,           | New London, Conn.       | 1,350.00 |
| 12942  | J. H. Spaulding   | 693    | Clara M. Spaulding,    | Stamford, Conn.         | 1,350.00 |
| 12943  | M. J. Bradley     | 156    | M. J. Bradley,         | Louisville, Ky.         | 1,350.00 |
| 12944  | E. C. Dean        | 389    | Lennie O. Dean,        | Manchester, Va.         | 1,350.00 |
| 12945  | Wm. Mayor         | 295    | Ida Mayor,             | Prior Creek, Ind. Terr. | 1,000.00 |
| 12946  | H. O. Shontz      | 755    | Naomi Shontz,          | Huntingdon, Pa.         | 500.00   |
| 12947  | D. H. Danner      | 530    | Mary F. Danner,        | Bedford City, Va.       | 1,350.00 |
| 12948  | P. M. Smith       | 686    | Anna Smith,            | Zanesville, O.          | 1,350.00 |
| 12949  | J. W. Varner      | 482    | J. W. Varner,          | Texarkana, Ark.         | 1,350.00 |
| 12950  | J. B. Taylor      | 666    | J. B. Taylor,          | Marshall, Tex.          | 1,350.00 |
| 12951  | Fred Palmer       | 407    | Eliza Palmer,          | Moncton, N. B.          | 1,350.00 |
| 12952  | C. A. Rose        | 351    | Julia Rose,            | Knoxville, Tenn.        | 1,000.00 |
| 12953  | John Lewis        | 516    | Celia Lewis,           | N. Fond du Lac, Wis.    | 1,350.00 |
| 12954  | C. W. Bayman      | 450    | Maggie Bayman,         | Denver, Col.            | 1,350.00 |
| 12955  | L. E. Wetherell   | 352    | Bessie Wetherell,      | Watertown, S. D.        | 1,350.00 |
| 12956  | G. D. McLean      | 528    | Rebecca McLean,        | Wilmington, Del.        | 1,350.00 |
| 12957  | E. H. Irvine      | 305    | Mary E. Irvine,        | Gonzales, Tex.          | 1,000.00 |
| 12958  | Geo. A. Kane      | 250    | Anna Kane,             | Rensselaer, N. Y.       | 1,350.00 |
| 12959  | W. L. Dolan       | 368    | Annie L. Dolan,        | Taylor, Tex.            | 1,350.00 |
| 12960  | Alex. Hutchinson  | 598    | Mary Hutchinson,       | Millerton, N. Y.        | 500.00   |
| 12961  | S. C. Parsons     | 605    | Minnie A. Parsons,     | Greenville, Tex.        | 1,350.00 |
| 12962  | J. N. Rogers      | 370    | J. N. Rogers,          | Parsons, Kas.           | 1,350.00 |
| 12963  | John Aikens       | 500    | John Aikens,           | Stellarton, N. S.       | 1,350.00 |
| 12964  | J. J. Gillespie   | 100    | Mary Gillespie,        | Mauch Chunk, Pa.        | 1,350.00 |
| 12965  | H. H. Warner      | 115    | Ellen Warner,          | Freeport, Ill.          | 1,350.00 |
| 12966  | James McCann      | 197    | Nora McCann,           | New York, N. Y.         | 1,350.00 |
| 12967  | E. H. Parsons     | 651    | Catherine Parsons,     | Richmond, Va.           | 1,350.00 |
| 12968  | Joe Wrixon        | 323    | Theresa Wallen Wrixon, | Winnipeg, Man.          | 1,350.00 |
| 12969  | W. E. Fyvie       | 223    | Frances C. Fyvie,      | Winnipeg, Man.          | 1,350.00 |
| 12970  | H. L. Pennewell   | 605    | Amy Pennewell,         | Greenville, Tex.        | 1,350.00 |
| 12971  | M. J. McCloskey   | 119    | M. J. McCloskey,       | Trenton, N. J.          | 1,350.00 |
| 12972  | Arthur DeBeech    | 70     | Arthur DeBeech,        | New Bedford, Mass.      | 1,350.00 |
| 12973  | B. H. Morehouse   | 204    | Ida B. Morehouse,      | Boone, Iowa.            | 1,350.00 |
| 12974  | J. J. Moran       | 680    | Margarette Moran,      | Denver, Col.            | 1,350.00 |
| 12975  | E. R. Dove        | 399    | Livona Dove,           | Rockport, Tex.          | 1,350.00 |
| 12976  | Geo. H. Smith     | 426    | Alice P. Smith,        | Greenfield, Mass.       | 1,350.00 |
| 12977  | M. E. Kinney      | 474    | Mary Kinney,           | Joliet, Ill.            | 1,350.00 |
| 12978  | John Quigley      | 324    | John Quigley,          | Ogden, Utah             | 1,350.00 |
| 12979  | F. J. Bourne      | 297    | F. J. Bourne,          | Holden, Vt.             | 1,350.00 |
| 12980  | J. B. Curtin      | 417    | J. B. Curtin,          | Syracuse, N. Y.         | 500.00   |
| 12981  | Stephen A. Parker | 90     | Stephen A. Parker,     | Green Island, N. Y.     | 1,350.00 |
| 12982  | L. T. Kinney      | 452    | L. T. Kinney,          | Clarksburg, W. Va.      | 1,350.00 |
| 12983  | R. G. Meade       | 605    | R. G. Meade,           | Athens, Mich.           | 1,000.00 |
| 12984  | W. W. Moore       | 525    | Almina R. Moore,       | Glendale, Wis.          | 500.00   |
| 12985  | John H. Houlgrave | 669    | Elizabeth Houlgrave,   | New Orleans, La.        | 1,350.00 |
| 12986  | J. T. Evans       | 14     | J. T. Evans,           | Montreal, Que.          | 1,350.00 |
| 12987  | L. S. Dibble      | 147    | L. S. Dibble,          | Bay City, Mich.         | 1,350.00 |
| 12988  | C. R. Walker      | 682    | C. R. Walker,          | Duquesne, Pa.           | 1,350.00 |
| 12989  | Arthur Bickerton  | 72     | Freda Bickerton,       | Trenton, N. J.          | 1,350.00 |
| 12990  | Anton Liebel      | 199    | Mary E. Liebel,        | Eric, Pa.               | 1,350.00 |
| 12991  | J. W. Finch       | 583    | J. W. Finch,           | Danville, Ill.          | 1,350.00 |
| 12992  | J. L. Good        | 731    | J. L. Good,            | Hammond, Ind.           | 500.00   |
| 12993  | John M. Chaney    | 117    | Rose Chaney,           | Columbia, Pa.           | 1,350.00 |
| 12994  | C. E. Fuller      | 152    | C. E. Fuller,          | Oskaloosa, Ia.          | 1,000.00 |
| 12995  | A. A. O'Donnell   | 187    | A. A. O'Donnell,       | Buffalo, N. Y.          | 500.00   |
| 12996  | R. C. Pearson     | 424    | Johanna Pearson,       | DeKalb, Ill.            | 1,350.00 |
| 12997  | D. E. Crist       | 521    | D. E. Crist,           | Sharpsville, Pa.        | 1,350.00 |
| 12998  | John B. Lutz      | 232    | Laura B. Lutz,         | Hinton, W. Va.          | 1,350.00 |
| 12999  | M. Cudahy         | 105    | M. Cudahy,             | Oil City, Pa.           | 500.00   |
| 13000  | R. J. Heastings   | 106    | R. J. Heastings,       | Emsworth, Pa.           | 1,350.00 |
| 13001  | Philip Hall       | 467    | Ellen Hall,            | Russell, Ky.            | 1,350.00 |

## Sweet Lavender.

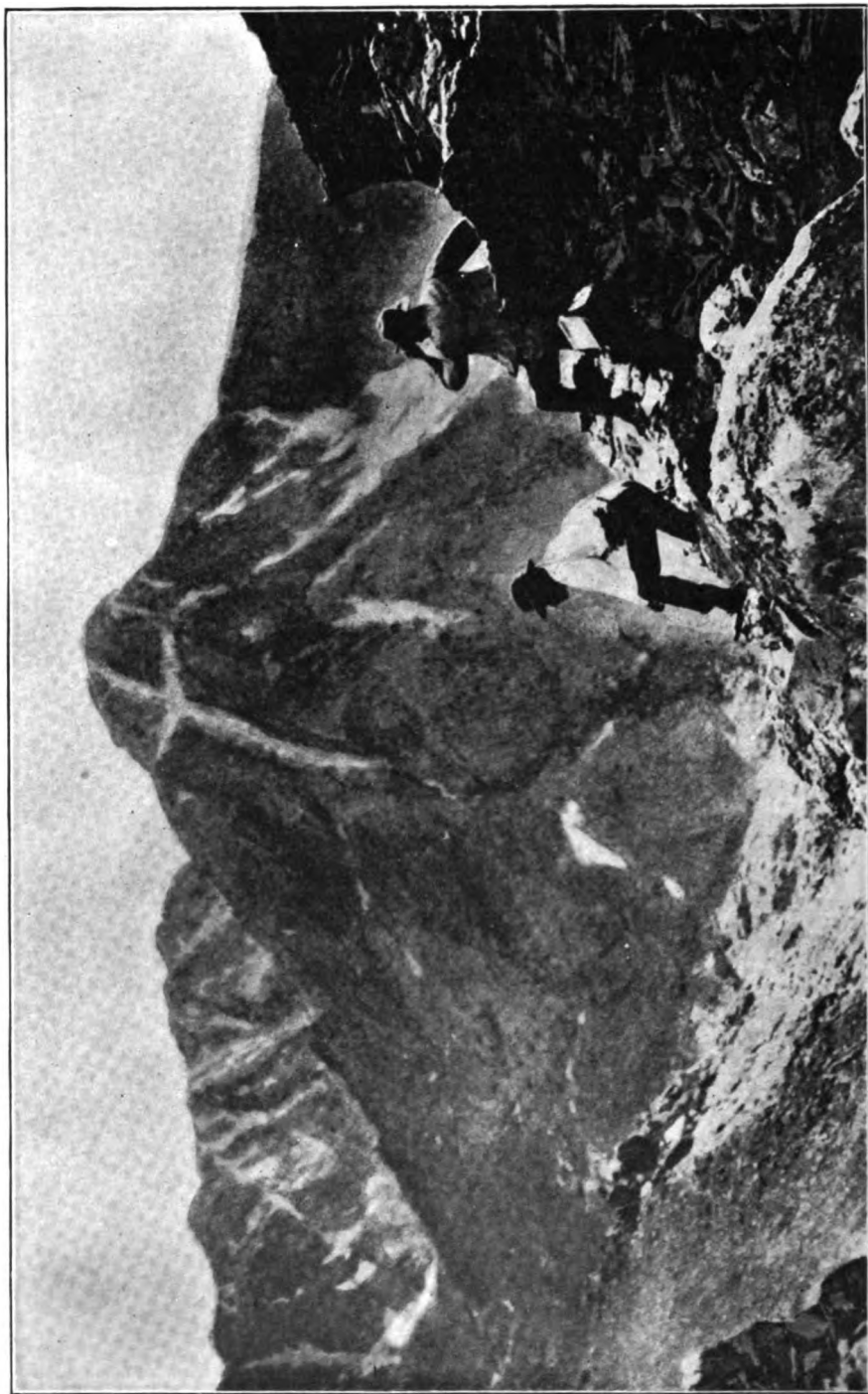
BY ADELBERT CLARK.

Like the sweet breath of lavender  
From the fields and meadows blown,  
Bearing healing in its perfume  
To the hearts both sad and lone,  
Your kind words though weak and falt'ring  
Breathed with pity and with love,  
May revive each drooping spirit  
Like a blessing from above.

If you know of brothers burdened  
With a load of grief and care,  
Go to them with warmth and sunshine  
And with them their sorrows share.  
Tell them you are in the battle  
And you'll help the rend to mend,  
And whatever may befall them,  
Tell them you will be their friend.

Tell them this with noble spirit  
When the darkest hour is nigh;  
It will make their burden lighter  
And their grief speed swifter by.  
There are hearts, this moment, starving  
For a little word of love.  
Why not speak it, and be reaping  
Blessings from the Lord above!

Like the sweet breath of lavender  
Bearing healing in its wings,  
Love and sympathy is richer  
Than the proud and mighty kings.  
Cheer, then cheer the lives of others!  
Let the seeds of joy be sown.  
You shall wear a crown of glory,  
You shall reach a higher throne!



MOUNT OF THE HOLY CROSS, COLORADO, DENVER AND RIO GRANDE RAILROAD.

# RAILROAD TRAINMEN'S JOURNAL

Published Monthly by the Brotherhood of Railroad Trainmen.  
Entered at the post-office at Cleveland, Ohio, as second-class matter.

D. L. CEASE  
EDITOR AND MANAGER



SUBSCRIPTION PRICE  
\$1.00 PER YEAR IN ADVANCE

VOL. XXIV.

SEPTEMBER 1907.

No. 9

## "Sentiment, Without Sense."

JOSE GROS.



WE are all chameleons, more or less, we take the hues and tints of our surroundings," said Edgar Fawcett, one of the most brilliant and picturesque American novelists of the last twenty-five years. And how vividly that short sentence expresses the vital importance of healthy surroundings, if we are on earth to live something of a normal existence!

In the *Atlantic Monthly* for July we have a long article on "Government by Impulse." It is there acknowledged that impulse has always been one of the traits exhibited in the evolution of all national life. "Government is a human device to protect society from encroaching individuals." That is the definition given us in that article. That whole production is a song of glory about our judiciary, without which the nation would often have gone to pieces, according to that article. Is there acknowledged that our judiciary is the exclusive novelty in human government. If so, why is it that so many nations have managed to live centuries upon centuries without the wonderful safety valve of a judiciary? Why to presuppose that only "*nine men*" at the head of a nation or state shall be free from the selfish impulse of destruction?

Impulse! Has "man" received nothing

higher than that from the Father of all glories in this beautiful creation of ours? And is it possible that human government is only a device with which to protect society from a few supposed bad men at the bottom of the social pit? And why should the wisdom of society forever assume that we need to have any group of bad men, to be generally found among the poor and the ignorant, among the non-respectable or non-cultured, crude, etc.?

In *Harper's Weekly*, June 29th, we are told as follows: "The governor of the state of Massachusetts has vetoed a bill passed by the legislature, authorizing a city to go into the ice business. The governor's veto is in accord with the opinion of the Supreme Court of the state." Yet by a certain decision of the United States Supreme Court a state can lend money for certain business operations, "under given cases and conditions."

Well, the above conflicts and contradictions that we have been having for over a century, the clashes and recharges of authority which increase in proportion to that progress of ours, a progress of despair; the perpetual disagreements we have, among the best and highest products of our own poor humanity all over the earth; and all for the mere purpose of running away from the wisdom of God; all with

the same intense longing of keeping legalized iniquity alive in the realm of each national group . . . if all that has not destroyed civilization long ago . . . it can hardly be the fault of human wisdom, no matter in what group of men, large or small, judges, or anything else, our poor human wisdom may have been concentrated.

Impulse and sentiment, backed by selfishness! Has not that been and is yet at the root of all human conflicts, great or small, in the life of nations and in that of every one of us individually? There is not a single sin, or crime, or barbarism, or tragedy, in the history of men which does not come from the impulses of sentiment or from the sentimentalities of impulse; they are lacking the indispensable element of—sense, the sense of what we owe to each other and to God, the sense of unselfishness, of brotherly love.

In the same above mentioned *Harper's Weekly* we can read as follows: "One of the signs of the times is that colleges and universities find it difficult to procure a sufficient number of desirable teachers of economics. And there is a constant and greater demand from all other educational institutions for instructors in the—"dismal science." To that the editor of the *Harper's Weekly* adds. "What is called for and needed are—real economists untainted by socialism."

Could anything of the kind ever happen if humanity, the best fellows among men, had ever tried to learn the few bottom principles of sound common sense in the simple process of human development, the development of plain honesty in our dealings with each other? Why should there be a dismal science any more than a dismal universe or a dismal Creator? The very thought of a dismal science, originated and kept alive by several modern generations of men educated in churches, colleges and universities all over the earth and in the assumed best nations; does not that conclusively prove the existence of a dismal education and a dismal humanity, dismal because we keep yet running away from a God of beauty and joy?

Why not to have a sensible definition of the word science before we foolishly ap-

ply the miserable adjective of dismal to any science? Any science worthy of men must be—"a group of fixed principles for healthy human growth, fixed by the order of nature." We have but one science worked out and applied by the order of men. We refer to the military science of wholesale murder and destruction of property by men's manufactured tools and satanical devised processes of what we call invention. And that is just the science which, in close imitation to all the worst despotisms, we, the supposed best and most influential people at the head of the best nations, consider indispensable for that progress of ours, the progress of sin.

Sentiment without sense! Does not that recapitulate the history of civilization thus far? We have sense enough in some of the incidents and details of life when life is a question of how to prolong the agony of humanity through some form of legalized injustice. Outside of that miserable orbit in human entanglements and absurdities, outside of that we don't seem to have any use for sense. Sentiment is all we care for just where sense is most needed for healthy development.

By the word sense we should mean: "The mind bent upon grasping and realizing the highest combined, collective ideals; and so establish God's truth among men and nations through human governments in accord with the divine government of the universe." We still prefer human governments in defiance of all divine government. If we did not, then all human terrestrial troubles and sins would vanish in less than twenty years. But don't you see how we repudiate the faith that Jesus told us to have by which to remove mountains, the mountains of our sinful laws, those sinful enactments of ours that we love so dearly!

There we have the sentiment that abandons all sense. We abandon sense at the foundation of all human life. Hence the futility of the sense we try to have in the incidents of life. We thus take cognizance of some of the results of our terrestrial existence, while refusing to apprehend, to know, to grasp the causes to which we owe the troublesome results of our distorted progress. We thus keep

trusting to that incidental goodness of ours, wisdom to the simple one of God. Civilized on that fatal, fundamental badness, selfishness which we claim to be—the collective heritage of a righteous Father. We thus practically give up that Father, give up all bottom sense, for the sake of foolish sentiment. We still prefer our complex

zation remains then the only blunder in space infinite, the only ugly, discordant sound in the symphony of creation. And that great blunder and sin is decreed by our precious human laws, even now, as it always has been.

## Mt. Lowe, California.

FELIX J. KOCH.



ND, we would tackle Mt. Lowe. It looks so nice as you read it in the railway brochures, don't you know, the "cheapest long-distance railway mountain ride in the world." Twenty-five miles, we believe, from Los Angeles, for—well, no matter, some supposedly low figure.

So we started for Mt. Lowe. Incidentally we were going to write about the "Cheapest Railway Ride in the World." Before we had been very long launched on our jaunt we were firmly settled on a title, "The Great California Robber-Nest," only that the words failed to express that the robbed were the tourists. Later, however, we softened up a bit—perhaps it was the fare at the tavern that did it—and our hearts melted to write as we do.

To begin at the beginning, it was certainly annoying. The car from Los Angeles out was of the usual tourist sort, open summer car each end, closed car center. Then a sign that the motorman should not be questioned, the conductor would give all information. Inasmuch as the conductor made a point of staying where perhaps he belonged, in the end of the end compartment, only those having seats there benefited by his knowledge. As for the rest of us, there was a Jap, a Dunker couple, a motive superintendent, and ten "common tourists," as they call them out west, so we couldn't all occupy seats in the rear.

The ride to Pasadena was commonplace enough, for those who know California. Unlike the usual route, however, they seemed bound to swerve off from things inter-

esting, to pass things tourists don't care a rap about. An osteopathy college and an occidental college, for example, a lot of neat-enough, commonplace, two-story homes, nestling around a church built in that eternal mission style. Then we struck the hills, where the houses were more scattered, crossing the Los Angeles town-limits on a trestle at half past nine.

Through the eucalyptus trees we could see the mountains on the left in clouds. The rainy season was on, and we were going mountain-climbing.

They made a point of riding slow past the ostrich farm, whether to advertise the place or not, some of us were not certain, and also to show us residence tracts still available, being occupied by pepper trees and blue clematis, with just enough pretty places on the side streets to give an inkling of what we might build. The prettiest part of Pasadena was omitted, so we would come again, on another allied line.

To give them their due, they *did* show us the flower-beds of one of the hotels, geraniums, petunias and daisies; but we went by on a tear; continued on a tear through residential Pasadena (which we wanted to see), tore on through the Japanese tea-gardens, framing in prospects of mountains now lost in low white clouds, and then came to a halt at the rear of the opera house, to which our attention was called.

Then there was a stop of one-half minute for Pasadena, at quarter to ten. Not even enough time to get a full view of the fine City Hall, to say nothing of the two blocks or so of stores. Before the com-



pany's barns though, where there was nothing to see, the stop was most prolonged.

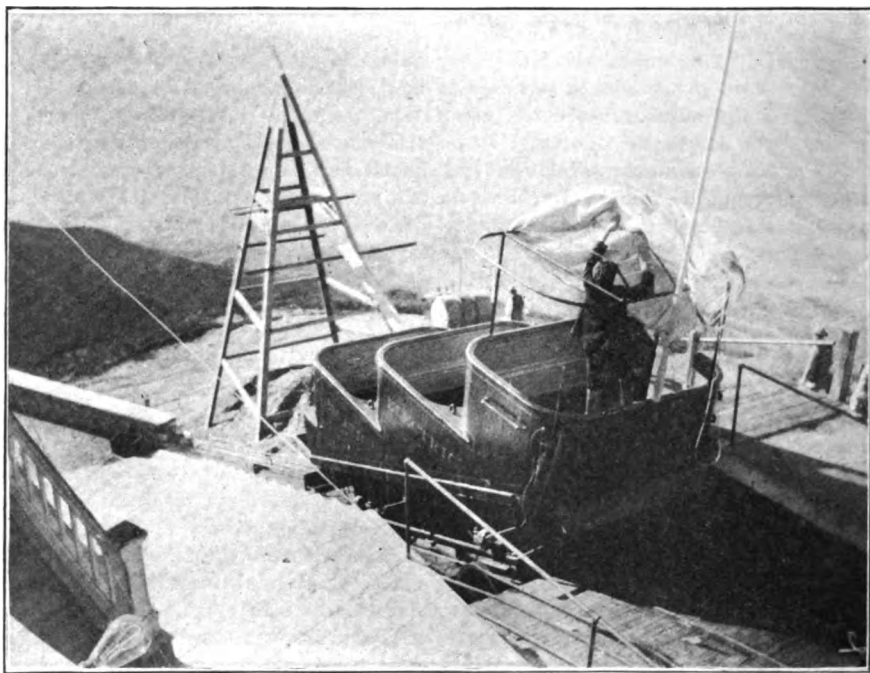
Then we went along, leisurely, through the less interesting streets of Pasadena. Only now and then a really pretty place,—principally little bungalows of cheap frame, with few flowers about, and sprinkled between vacant lots.

The "wag" began to find method in their madness. Evidently they had an interest in selling those lots. Hence, we were moving at snail's pace.

After that, things grew still duller;—bare

From here the real ascent would begin. The steep grade of the road showed itself beneath the peppers, rising to the mountains, and the lowering white clouds. Through blooming apricot-orchards and wild, weed-covered fields the track wound endlessly ahead. To the rear, through a cove, we could still see the city, in its valley, among the trees. That was 10:05.

Ten-ten found us practically at the very foot of the mountains. It was a great ridge, this one, covered with green vegetation, dull at this season of the year, but



MT. LOWE, CALIFORNIA. READY TO DESCEND.

orchards of wild grass; a cemetery, too far for us to see the graves, and the small lemon orchards of Altadena, where the men were plowing. We paralleled a country-road paralleling the mountains, and a pretty home came in sight; a place, lined with hedges and pepper-trees. So they took on speed, and we were past it in a trice. At Altadena, then, at ten, we stopped, to roast in the sun, when, a few rods farther on would have set the car in the shadows of a pleasant little hotel.

considerably lighter in patches than others. The peaks rose and fell out of cloud banks and fog, and we could see where a row of white telegraph poles stretched up to their summits.

The farmer tourist was drawing our attention to the soil, yellow, but brown on the top, and filled with pebbles, when we disappeared into a dark canon. We were at one edge of the palisade, and looking down, saw a dry deep creek, into which we were threatened to tumble. Opposite rose

a green mountain, covered with low trees. Some workmen were tinkering with the track, right at the most dangerous curves. Not a very re-assuring thought, surely, as we spun out over airy depths.

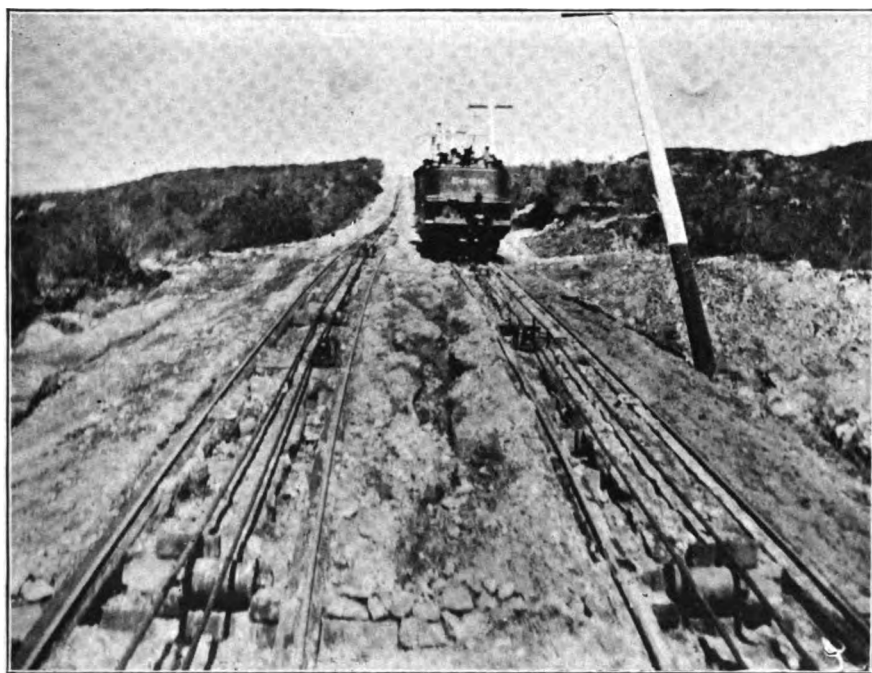
There is a bend in this dense valley, where all sun is cut off and the rocks remain eternally mossy. Then we came to a halt at Rubio, just a pavilion in the valley, twenty-two hundred feet over the sea, or about as high as the Catskill Mountain hotels. This was at quarter past ten.

Of course they allowed us no time to

The only thing spoiling the particular prospect was an odor that came from the tavern. Evidently they had bought a goose, but were cooking it, feathers and all, if one might suspect by the smell.

We didn't have time to take in that prospect,—of course not. There was time, though for this car to stop, and its crew to chat at their ease with that of a work-train. Result, we did not leave until ten-eighteen.

Some of the ladies were nervous, whether actually so, or to be fashionable, un-



MT. LOWE, CALIFORNIA. ONE SECTION OF THE WAY SHOWING DOUBLE TRACK.

see the place, a sort of cottage-form, white-washed inn, with souvenir stands and the like; but out of this car and into the mountain-climber at once.

That car was in itself an oddity. Its sides were of three tiers, and inside two benches to each, five seats to a bench; ten to a tier, and so on. We were more interested though in the site, a beautiful spot, surrounded by forest-clad mountains, and with the brook singing below. Above rose the steep incline, three rails, and between each pair, two cables.

known. A light chain was thrown across the entry to benches, and attention drawn to a gorge on the left of the track, hemmed in by mountains covered with scrub. On the right rock alone made up the mountains. The fog seemed rising with us.

Some one remarked that this was a trip he wouldn't miss for a thousand dollars or take over again for the world.

Then he looked back, and just as he was enjoying the wonderful view and regretting he'd made the last half of his statement, he was interrupted by the man for the tickets.

So he lost half that gorgeous prospect over the lower slopes to the valley, with the rows of *arbor vitae* and the light green, flatter areas, the patches of dark green and brown, then the denser vegetation outstretching off to the distant rolling hill.

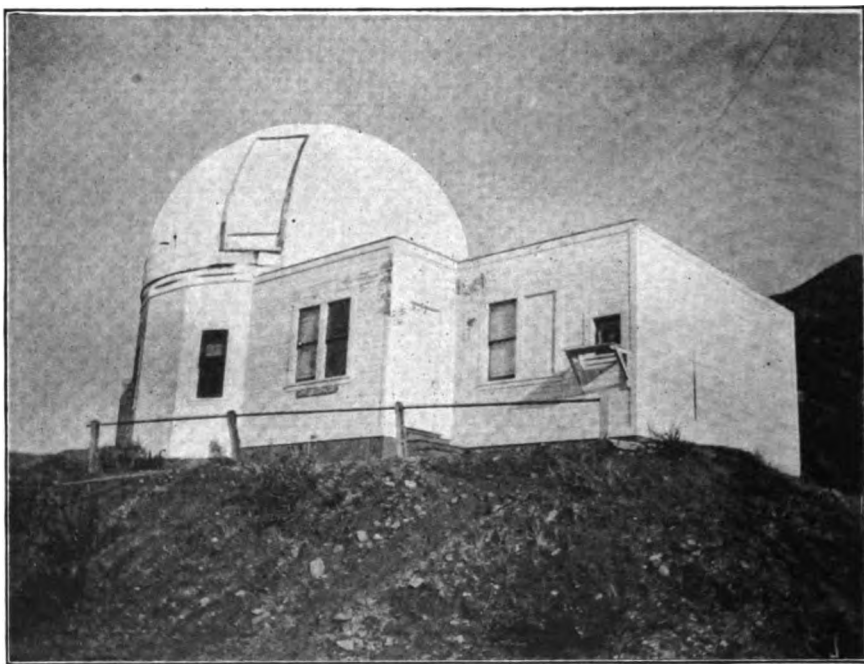
By the time that bothersome ticket taker was gone, we had only, on the right, the high, forested mountains behind us.

The down-car came by and we remarked its thick cable, and again the nervous grew nervous. We could feel the effect of the altitude on our ears and that made them just so much the more irritable.

came to a stop, just as the Dunker had read some statistics about its being five thousand feet to the tavern and 6,100 to the top. We stopped at ten-thirty, in fog. That was all.

Everything was hidden in fog, save for the great search light. Still, we must stay the prescribed thirty-five minutes. Those were rules, the tourists notwithstanding.

We could pass time wandering out over the belvedere, into fog. We could make out what we would by ourselves. There was still no one to explain. This was where the great fire had been, but there was only the



MT. LOWE, CALIFORNIA. ON THE SUMMIT.

The fog was settling on the other mountains below us, and there came no change in the view. Other clouds began closing in all about us, and the picture was indescribably drear.

Out of the smoky vapors the track seemed to fall, extremely steep, below. The conductor took no notice of queries as to the depth, but simply dozed off by himself.

We tried to find beauty and consolation in fog,—fog hiding steep bends—and the track to the rear, until all of a sudden we

mass of brick and stone and fog over all, and a burro grazing in the wreckage.

The conductors sat aloof to chat, while the travelers sauntered around of themselves, disconsolate and forlorn. There were a few tents in a gulch just beyond, but there wasn't the time to pay visits. One fell to picking up pebbles or souvenirs, just to kill the half hour. The clouds and the fogs closing off all the view, left absolutely nothing whatsoever to do.

We sat about, the fourteen of us, like a

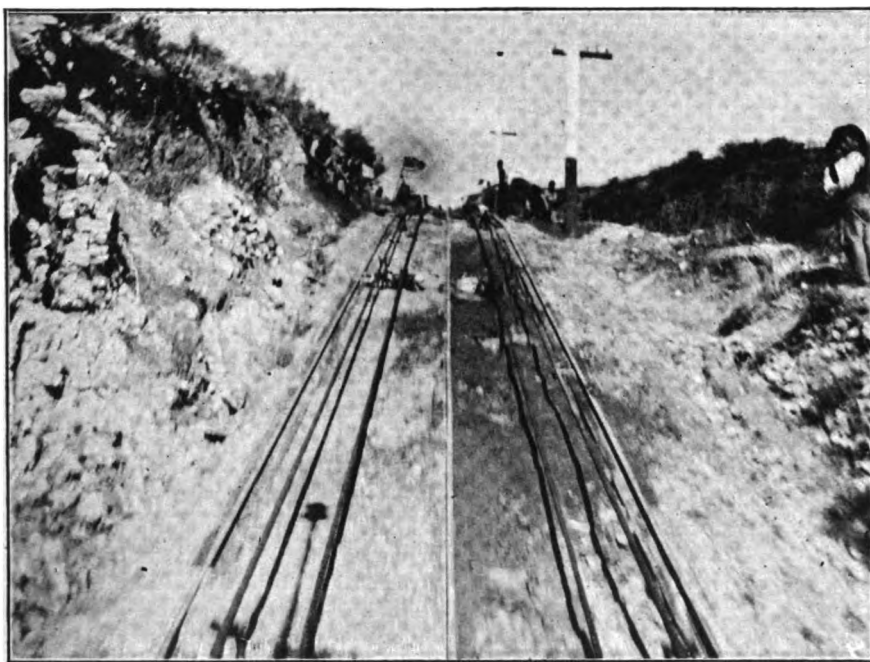
lot of lost sheep. We had not yet grown friends and could not even tell stories. Only on one point did we agree, and that was the foolishness of the rule of so long a stop on the days where the weather was bad. We came to conclusions unanimously, that it was done to make us all the hungrier for dinner. And dinners, out west, cost money.

When the conductor had tired of hanging over the rail to the belvedere, watching the play of the fog, we moved on.

This time it was in an open summer car,

to be heard now, and the tent and the wheels at the head of the incline to be seen, and the drip of the rain on the canvas for comfort!

It seemed they were waiting for the other car to reach here, that its passengers might join us. It was 11:24 before they arrived. The weather made every one of them likewise disgruntled. They gave one tantalizing look into the fog in the valley, recalled that this was the famous Echo Mountain section they had looked forward to, and then were ready to continue. On



MT. LOWE, CALIFORNIA. A VIEW OF THE DOUBLE TRACK AND CABLES.

of eleven benches, each fitted for five persons. The mists were all about us, and it was exceedingly chilly. Those who had cravenettes hid in them; the rest wished they hadn't come. Only now and then a magnificent view, while we waited,—for what—made them a bit more cheerful. Fog, lifting to mist, then descending with a dash of rain, and then a great shower, caused them to put up the oil-cloths around the car, cloths containing windows at the very front only. That was the outcome of the stop. Monotonous,—with only the wind

up the mountain-sides, overlooking gulches, hugging rock palisades, and bending, while ascending, then looking into valleys of fog again alone,—it was as though we rode in a vast steam kettle and emerged only with the vapors. Other vapors came from the precipice, still others from rocky canons. The track was ever winding and turning, rather than ascending by inclines, as before.

At 11.30 we would look down among the trees, scrub-oak and pine, into other canons. Then we made the horse-shoe, and at the same time tried to raise the nasty, sticky

canvas to take a peep at the prospect. There were fine pines and pin-oak tops beside us, to be overlooked, but the canvas hid some and the fog the rest.

The circular bridge, 4,200 feet over the sea,—a bridge of wooden trestle-work, was crossed in a trice. Cuts, with cactus that smelt of the camomile, too, were cleared in a hurry. Even the famous Grand Canon was little more than vapor.

By and by we slackened speed and in the great granite passes among the trees

watched the mist drip as it does in November, back in Ohio. Burros and a corral in one gulch seemed to betoken the end. It was growing cold here, and we hailed with delight the prospect of four little white frames and the Alpine Tavern, that masked the end of the railway.

At nine minutes to noon we stopped. The cars left at 1:30 and half after four. Or you could stay over night. Who cared? It was dinner, and the log fire we wanted now, that was all! We had tested to the full the ride up Mt. Lowe.

## Primary Demands Of Labor.

DR. SAMUEL G. SMITH,  
*The Industrial Conflict.*



T WOULD be foolish to deny that the forces commonly known as capital and labor stand over against each other, either in open antagonism or in armed neutrality. It is sometimes stated that the labor unions constitute not more than twenty per cent of the working population, and on the other hand, the employing class constitutes a much smaller percentage, but meantime the whole public is so inextricably united with both classes that it shares in their practical debates, and suffers tremendously from any economic follies in which they may indulge.

The general public sees in the conflict only the work of huge mechanical forces; they see that capital is bulwarked with power, and supported by statutes; they see that labor has come to feel in a new way its latent power, has a new-born sense of rights, which have hitherto been denied, and in the name of the new industrial democracy is flinging banners to the breeze, which may become the symbols of revolution.

But, the forces are not mechanical, and the conflict is not material. The battle is waging between men whose intellects and hear's are involved, whose social life has been begotten by ten thousand successful struggles through uncounted thousands of

years, and this organic structure which we call society is not to perish by reason of labor disputes, for it is the resultant value of history, and it is too precious to the faith and love of men. It is essential that we discover the moral and social forces which are able to control, and the economic wisdom which is sufficient to guide, in the present social emergency.

In presenting the view of what workmen want, it is quite natural that the workmen referred to should be those who belong to organized labor, for organized labor is an accomplished fact. It is the organic representative of the bone and sinew of the nation. Organization has come to stay. It has a right to stay. Its voice must be heard. It is the only form of labor that has any voice. Apart from organization, labor is dumb and as weak today, as when it cowered a trembling slave beneath the lash of its master.

It is too late to recount the history of the struggle for the right of free association. The associations of workmen fought their way by the tools of revolution to peaceable recognition. There was no other course to be pursued in England, when the power to legislate was wholly in the hands of the classes.

The growth of labor unions is parallel with the growth of the modern industrial

system. With the introduction of steam and machinery, the household industry and the small shop were manifestly doomed. With the development of large groups of men engaged in common service, and the loss of the old intimate contact between the employer and employed, a new state of affairs was born. This new relation could only be met by the sense of common conditions, common needs, and common rights which must of necessity come sooner or later to those engaged in common toil.

The organization of capital brought human flesh and blood face to face with an arbitrary thing, which was not an entity at all in itself, which was a creature created by the law, and which seemed to have neither soul nor compassion. The evolution of property rights has been very slow and is, practically, the history of the unfolding of juridic society. Over against this evolution of thousands of years there stands the two hundred years' development of the recognized rights of wage earners, and it is only within the last forty years that this development has been largely significant.

It is sometimes said that labor unions would be all right if they were well managed. It is absurd to expect that a form of social and industrial organization which is recent in time, and which is essentially new in function, should come into being without many and gross mistakes. It is asking too much. Political, religious and economic organization, and every other form of human association has come up through great tribulation, and is the survival of uncounted blunders. The only thing to ask is whether the labor union has promise of enough usefulness when it is developed to atone for the cost of its development. The legal battle for labor unions has been already fought out. They have a right to exist. The ethical battle will yet be won when they will have the respect of society, because they will be found to serve society well.

It is time to look at the matter a little more concretely. A labor union may be defined as an association of workmen joined together for economic and social improvement. There are certain and manifest uses of such associations, and they have distinctly proved their value

Of special significance, in the first place, is the social value. The labor union makes the craft the foundation of fellowship. It unites men of various races; it overcomes differences of creed and speech. It introduces a new and fundamental principle of social organization. Those who study the structure of society from a scientific point of view are all well aware that the strength of every social order depends upon the number and strength of the social bonds.

The most coherent social organization that ever existed was the ancient city-state, based upon one blood, one law, one land, one religion, one speech, one government, one history, one tradition. The American value of labor unions is tremendous because our adverse social elements are not sufficiently united in common interests. The public school may be said to be the greatest agency for the development of the American type out of the complex race elements, but I should place as only second to the public school, the labor union. In some respects, the labor union is more efficient than the school, for while the school creates an unconscious atmosphere, the labor union furnishes men a motive for seeking with intelligence to find a common ground of faith and action.

The next value of the labor union is educational. The organization itself stands for studies on economic questions. The labor leaders are students of these questions in a direct and special way, but the rank and file are compelled to be, incidentally, students, for they listen to all sorts of discussions upon questions to which they are only remotely related, and even though the economic theory that is expounded is not always sound, the same thing may be said of economic theory in many another form.

Not alone are economic facts and principles made an object of inquiry, but the labor unions afford an admirable school in the power of public speech. They are the lyceums of the people. Here among equals, men of ability come to the front and learn to express themselves with the sureness and clearness that would often put to shame associations of employers.

But, the labor organization is a form of discipline, and this is increasingly true. It used to be regarded as an engine of revolt;

or an organization of agitation, but nothing is finer than the self-control of some of the labor leaders, and increasingly the labor unions not only seek to promote wise reforms, but to suppress unwise or untimely agitations.

Now, if the labor union had only social value and educational value, it would doubtless receive the endorsement of employers, and of the public generally, but, in addition, it has manifested economic value. By agitation and education, by persuasion and revolt, the labor unions have increased wages in many branches of toil, and have largely reduced the hours of labor. They have made better the economic conditions of their members, and they have done more; for, indirectly, they have raised the wages of large numbers of people not connected with the unions. By increasing the amount of wages, they have increased the power of consumption, and they have stimulated industries, and have assisted in developing commercial activity. Mr. James Duncan asserts that in fifteen years, the 10,000 members of the Granite Cutters' Union alone have secured an increase of more than \$32,000,000 in wages.

The labor unions have been useful in securing protective legislation. Labor unions sometimes claim that they have secured this legislation single-handed and alone, but the wise leaders know that they have been assisted, and sometimes preceded, by thoughtful and philanthropic persons in no way connected with labor unions. The fact remains that the recent years coincident with the development of the labor movement have also been marked by the passage of new laws for the protection of labor. The establishment of labor bureaus by the various states furnishes the organ for all kinds of investigation, and the channel through

which wise suggestion for new legislation may flow.

Many of the investigations of labor bureaus are not only full of practical utility, but have a great deal of scientific value. Among the laws which have been secured are those to protect women and children, by denying to children under certain ages the right to labor, and by limiting the hours when women may labor, and excluding them from certain dangerous and overtasking employment. The new legislation includes factory inspection to see that these laws are enforced, that sanitary conditions prevail, and to make further suggestions of needed improvements. The doctrine of the employer's liability for injuries received in work has been entirely recast, and has compelled a federation of employers through insuring associations. These are only indications of the broad field that has been covered.

It cannot be too strongly urged that labor laws are not alone protection for the laborer, but they are also protection for the generous employer against his stingy competitor. In the struggle for existence, and in the freedom of trade which follows open markets for the purchase and sale of commodity and of labor, it is often impossible for the employer to be as generous as he is disposed to be, for he must meet the conditions imposed by the common methods of the trade in which he is engaged, both in his own city and state, and in the competing territory.

He is allowed to be as generous as he finds it possible to be only if his unwilling competitor is compelled to engage in business on the same terms. These are some of the arguments in brief for the usefulness of the labor union. In my judgment, they have not been and cannot be answered.



## The Great Interior Trunk Line Of China.

**O**NE of the first steps toward the realization of our new national ideas would be the construction, under Chinese auspices, of a great trunk line to traverse the central and most fertile provinces of China, from Peking to Canton." These are the words of the Chinese minister at Washington, and they represent one of the most definite ambitions of the awakened China. Peking, the capital of the Chinese empire, is about 100 miles inland from the gulf of Pechili, with which it is connected by railroad. Canton, the principal city of south China, is a port on the southern coast of the empire. It is important to China to have these two great cities connected by a railroad, not only in order to develop the populous provinces lying between them, but also for military and political purposes. China territorially is not unlike the United States except that she has no western seacoast. The natural plan of railroad development would be by east and west lines inland from the seaports such as were first built in this country. In China, however, many of the most important ports are under the control of foreign nations, who also command the sea. The Chinese fear to open up the empire to foreign attack by building east and west lines. The advantage of the north and south line from Peking to Canton is that it will make it possible to concentrate military forces in case of need, a thing impossible without it, for military transport would not be safe by sea and the distances are too great for land marching over poor roads.

The route of this proposed interior trunk line is shown on the accompanying map. It is already in operation from Peking south to Hankow, 753 miles. From Hankow to Canton is nearly as much further. The completed section of the road was built by a Franco-Belgian syndicate under Jean Jadot, a Belgian engineer, as Chief Engineer, and was officially opened on November 12, 1905.

Since that time there has been every rea-

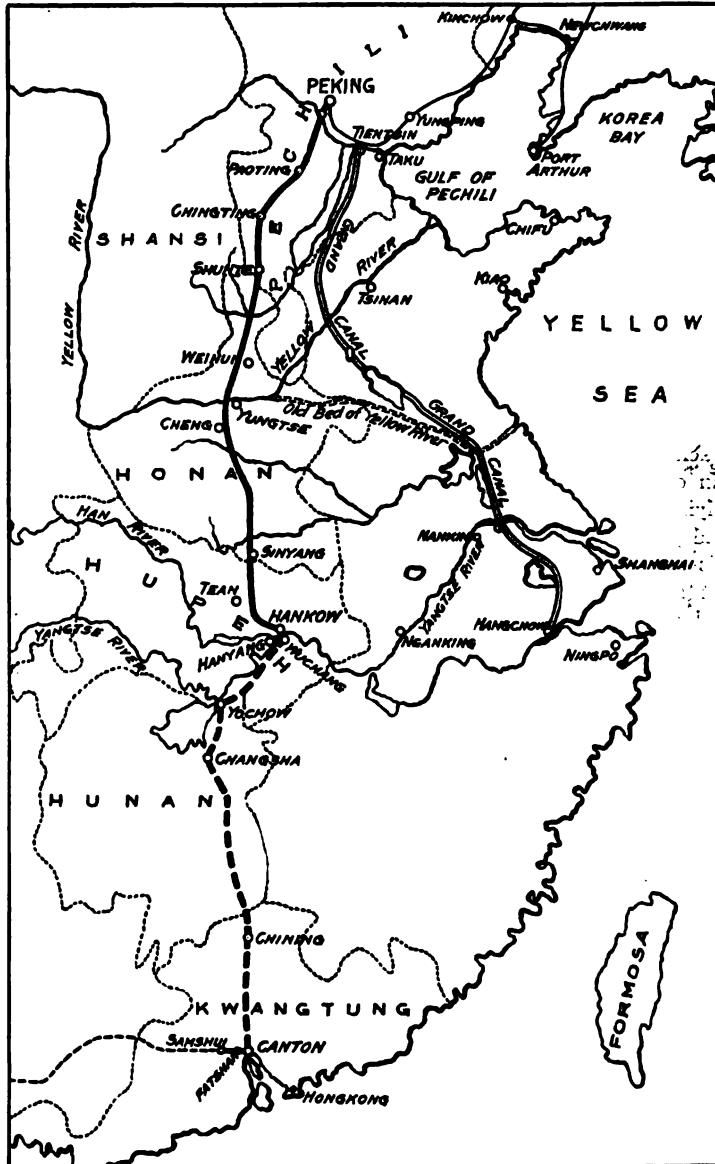
son for building the remainder of the line south to Canton. The original concession for this section of the line was granted to an American citizen and by him turned over to an American syndicate, headed by the late Senator Brice. A preliminary survey for the line was made by William Barclay Parsons in 1898 and 1899. Subsequently the American-China Development Company was organized and took over the concession. The Boxer troubles in 1900 and following events delayed the construction. After these matters had been all adjusted the company built the Samshui branch from Canton westerly through the manufacturing city of Fatshan to Samshui, 30 miles. The traffic immediately developed on this line was very large, chiefly in passengers. Most of the trains are hauled by Manhattan Elevated locomotives, which are heavy enough for the short-train, broken-service traffic. The American-China Development Company also graded 12 miles of roadbed on the main line northerly from Canton to Kotung, laying track for about six miles, delivering the rails, bridge work and some of the equipment on the ground for the whole. At the close of the work P. H. Ashmead, who is now in charge at New York of the railroad work which J. G. White & Company are doing in the Philippines, was Chief Engineer.

At this point the Chinese Government intervened, stating that it was its policy not to grant any more concessions to foreign companies, but to acquire the existing concessions so far as possible, and that it therefore desired to purchase from the company all its property and rights. A loan having been made by the viceroy of one of the provinces through the Hongkong-Shanghai Bank, the necessary funds were obtained to buy from the American company all its rights, at a price satisfactory to both the company and the Chinese Government. This was done in the autumn of 1905.

Since that time many complications appear to have arisen. The territory through

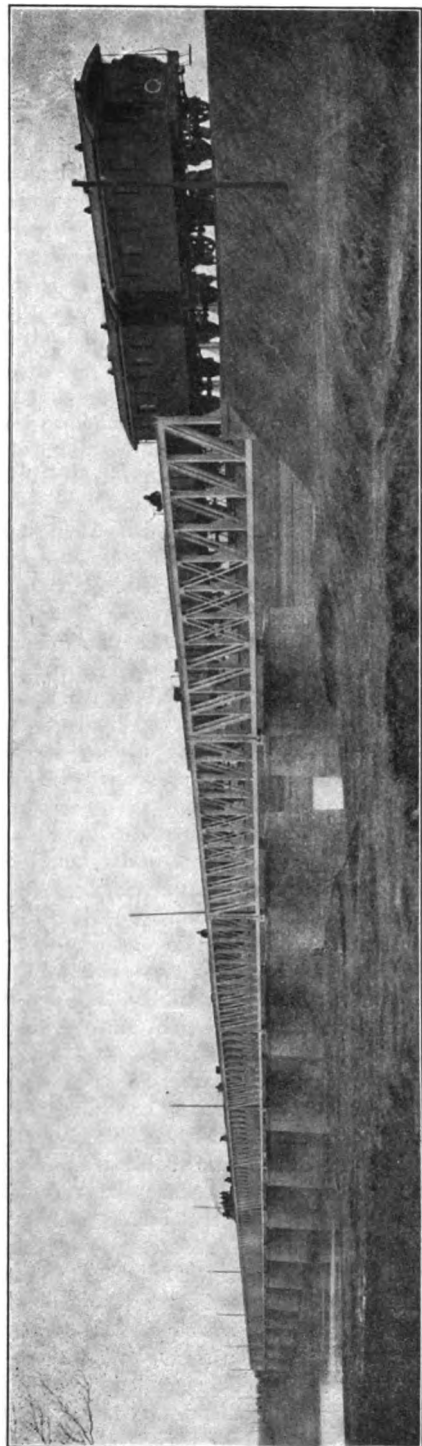


which the road is to run is under the gov- line, which fell to the Canton viceroy. The ernment of two viceroys, one at Canton, viceroy of Wuchang, however, secured the other at Wuchang, on the southern control of the property at the head office side of the Yangste river opposite Hankow. of the company at Shanghai. In the same

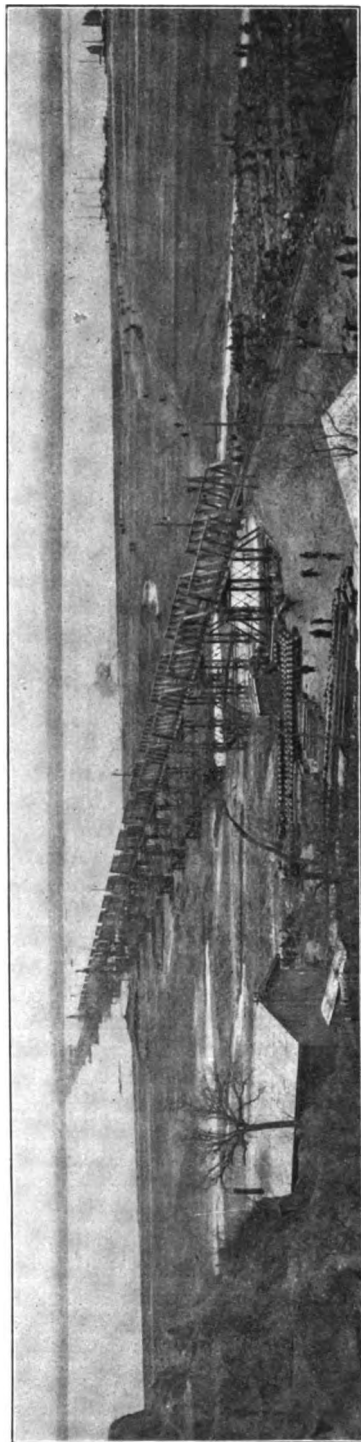


THE PEKING-HANKOW AND CANTON-HANKOW RAILROADS.

Each viceroy promptly took possession of way the different provinces through which that part of the property in his own terri- the road was to run decided on different tory. The bulk of the work which had methods for building the road. In Canton been done was on the southern end of the (Kwangtung province) the merchant class



ONE OF THE LONG STEEL BRIDGES, PEKING-HANKOW RAILROAD.



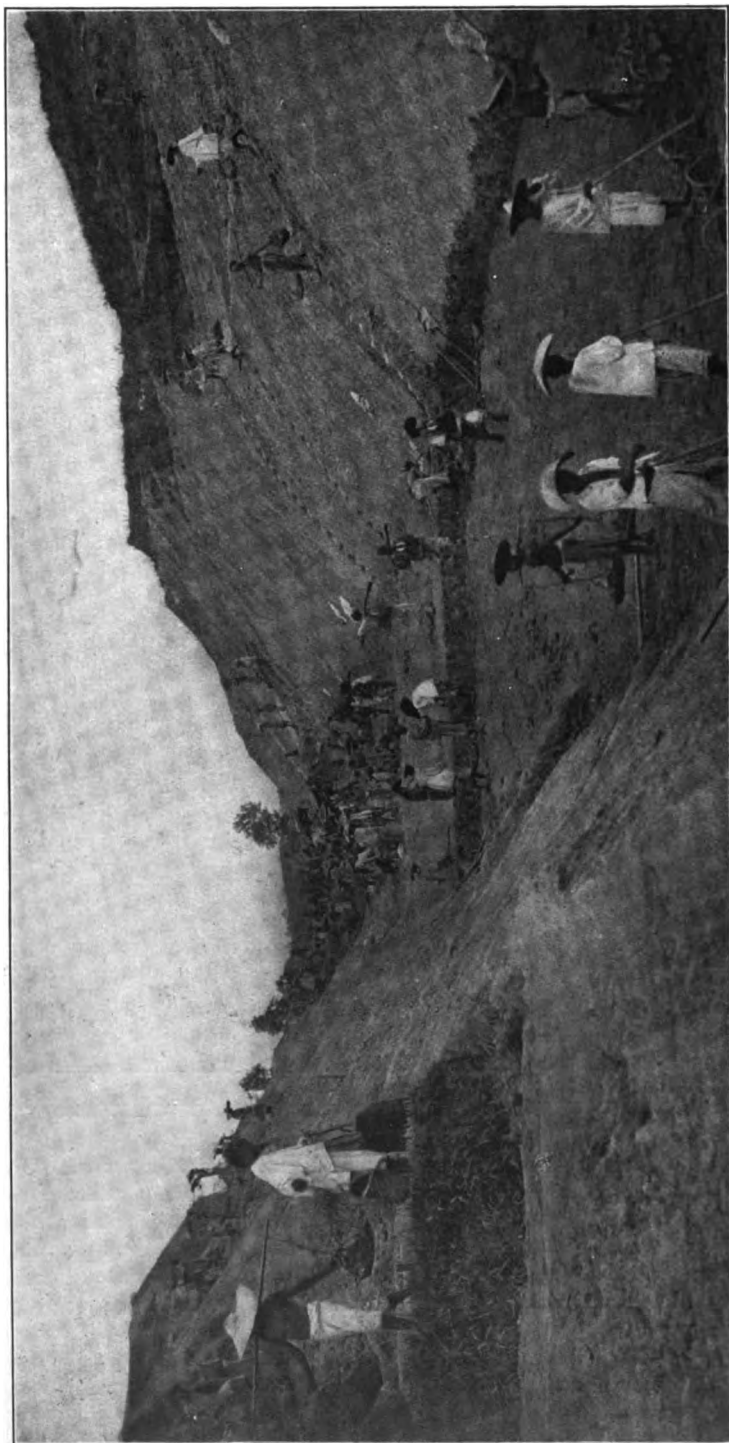
STEEL BRIDGE OVER THE HWANGHO OR YELLOW RIVER; PEKING-HANKOW RAILROAD.

decided to build the road themselves; in Hunan the gentry and officials agreed to co-operate with the merchants; in Hupeh the railroad was to be built by the government officials exclusively. In these last two provinces no work whatever has been done, but the people are not ignorant of the fact that they are to have a railroad, for they have to pay higher taxes in order to repay the loan made to buy the road from the American company. Thus nothing was accomplished on the northern or Hankow end of the Canton-Hankow line.

On the Canton or Southern end matters have progressed further. Subscriptions were asked for building the road and shares issued in \$5 denominations for \$1 each. These were heavily subscribed for. Dissensions immediately began as to who should have control of the money. The viceroy appointed one set of directors; the merchants another. The viceroy thereupon arrested the directors appointed by the merchants, and was upheld in his action by the central authorities at Peking. After this trouble had blown over, it was discovered that there were no Chinese engineers competent to build the road. It was natural to turn to the Belgian engineers who had built the northern section of the trunk line, but the governor of Hongkong, a British city, intimated that it would be more graceful on China's part to appoint British engineers. At this deadlock the viceroy's appointee as President of the company resigned, accompanying his resignation with a statement that the Chinese engineers who were in charge of the work were absolutely incapable and urging that English, American or Japanese engineers be secured. The only result accomplished was the completion of the line from Canton to Kotung, 12 miles, already more than half finished by the American company. This was the progress of the enterprise up to about September, 1906.

The situation since that time is summed up by the Hongkong correspondent of the *North China Daily News*. According to him the present situation is characteristically Chinese and could hardly have been created in any other nation. It is confusion worse confounded. For a foreigner, lacking the Chinese mind, it is almost impos-

sible to apprehend clearly what is the trouble. The general situation, however, appears to be somewhat as follows: Two Chinese gentlemen of Hongkong, large shareholders in the railroad company, who had in their possession large sums of money which had been subscribed toward building the road, refused to hand over the money at the central office at Canton when called on to do so on the ground that there should first be a public audit of the money already received. Probably in consequence of the implications involved in this demand the viceroy was removed and a new viceroy appointed, who ordered that an audit be made. So far as has been announced no crookedness was discovered, but a full disclosure of the findings has never been made public. The two Hongkong gentlemen then applied to have their names reinstated as shareholders of the company. Following this there was a general meeting of shareholders at Canton which seems to have put in the shade any stirring shareholders' meeting of which the Occident has record. A certain man openly charged the Canton officials of the road with wholesale bribery of the provincial officials, naming specifically the viceroy, the provincial treasurer and the provincial judge as bribe takers. The proceedings at this meeting were supposed to have been kept secret, but modern journalistic methods having apparently found a foothold in China, a report of the meeting was published in one of the Chinese daily papers. The ink was hardly dry before the accused officials had arrested the editor, and discovered from him the author of the original accusations, who was at once thrown into prison. There he was at last accounts, the officials, according to report, being consumed by a white hot rage, and demanding that he shall remain in custody until he can produce the very man who actually saw the bribes paid over. Besides all this, the seventy-two Hongks, which represent the shareholders and the directors of the road have repudiated the meeting as unauthorized and at the same time are doing all in their power to prevent the reinstallation of the gentlemen of Hongkong whose original protest started all the trouble. Meanwhile the ex-viceroy, who was put out of office on account of the im-

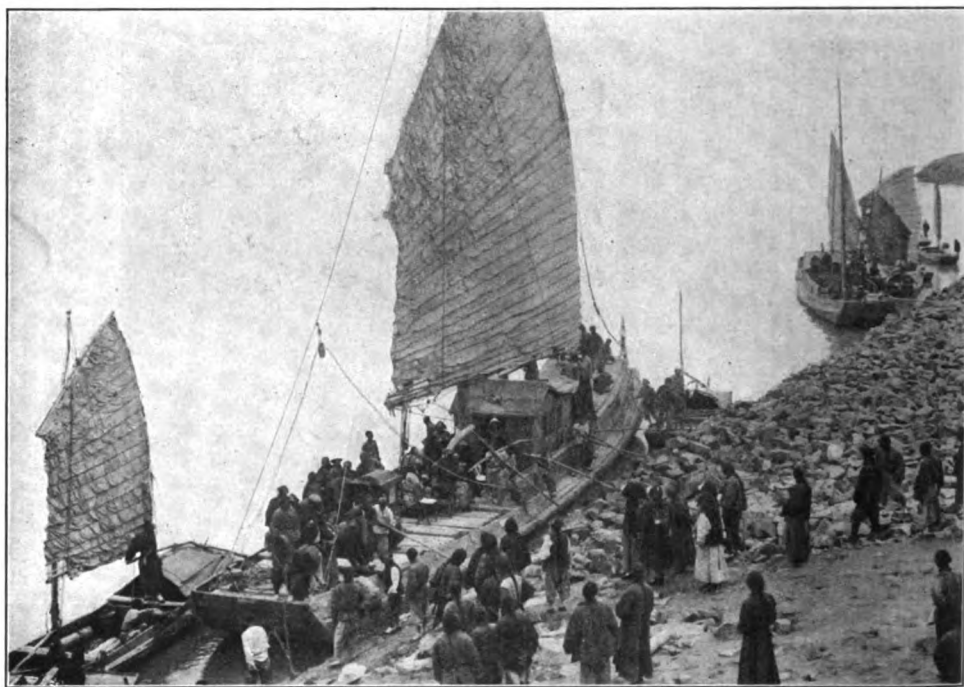


COOLIES AT WORK IN A DEEP CUT; PEKING-HANKOW RAILROAD.

plications of dishonesty, has sent a telegram from Shanghai advising patience and deprecating anything like summary or unpremeditated action.

It is probable that the preliminaries of construction of the Peking-Hankow section of the through line were equally complicated, for the project was definitely outlined in 1889. In that year arrangements for building the line were entrusted to two viceroys, one of whom was Li Hung Chang, then viceroy of the province of Pechili. This is the northern province

"nation." They communicated first with the United States but were unable to arrange satisfactory terms. They then turned to Belgium, "a very wealthy, small country, whose power is negligible" as they said in their report of December, 1897. About this time the French minister at Peking, reminding the Chinese government of an article of the Franco-Chinese treaty of 1885, which stipulated that "in the construction of railroads China will use all her influence to attract French industry," brought pressure to bear to give French

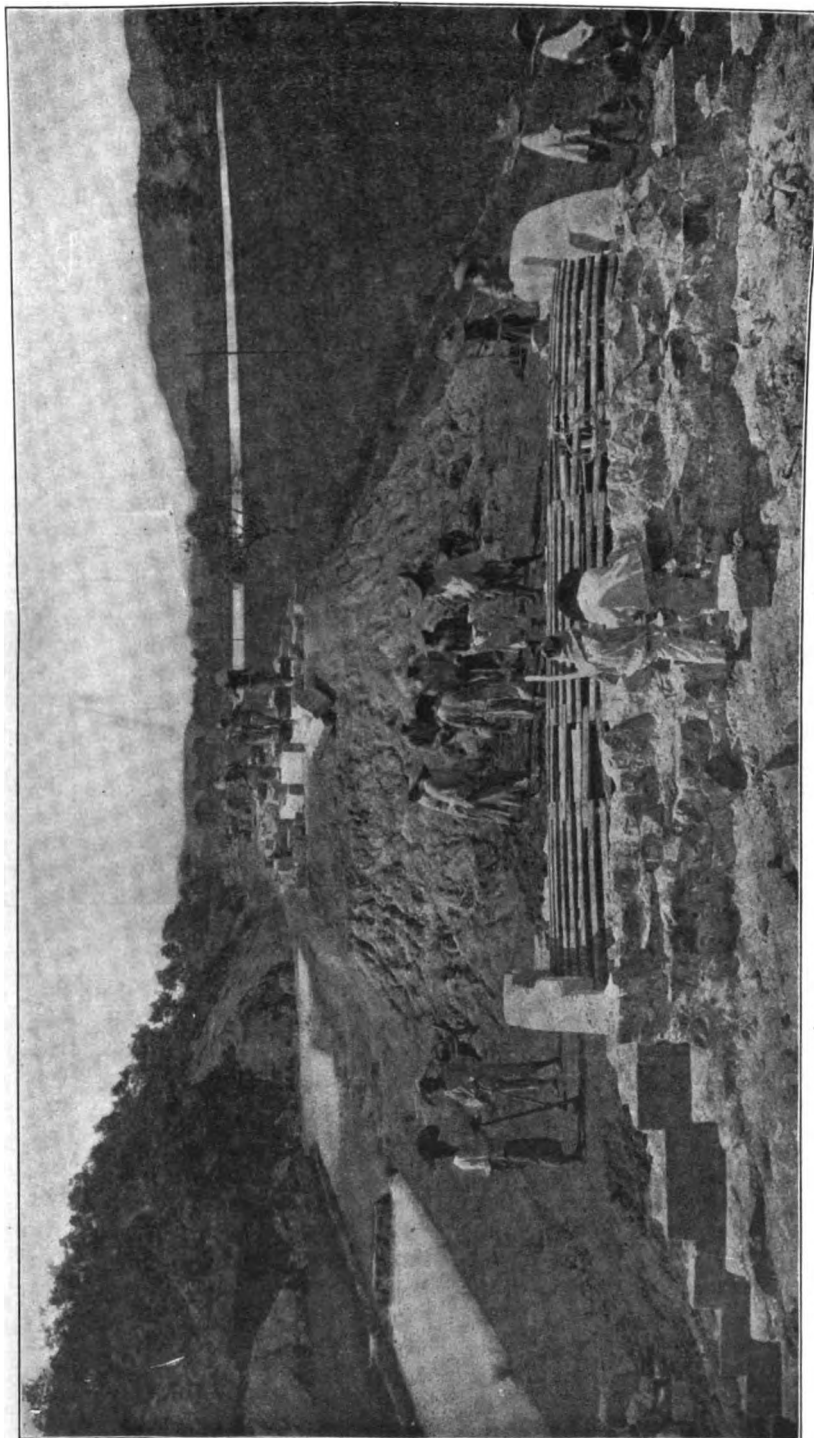


LANDING CONSTRUCTION MATERIAL FOR PEKING-HANKOW RAILROAD.

through which the road runs, the southern provinces being in order to the south Honan and Hupeh. These three provinces are among the most populous in China.

Years passed but the project made no progress. China was anxious to build the road entirely with her own resources, but the attempt to raise the funds in China was at last given up about the end of 1896, and the two viceroys who were promoting the road received authority to grant the concession to a company of the "most favored

capital a share in the project. On June 26 1898, in spite of opposition from Great Britain, a revised concession was granted to a Franco-Belgian syndicate for construction of the road. This contract was more favorable than those previously granted to foreigners for building railroads in China. The earlier roads had been built at the risk of the concessionaries without any guarantee from the Chinese government. The Franco-Belgian syndicate, on the other hand, obtained not only the support of the

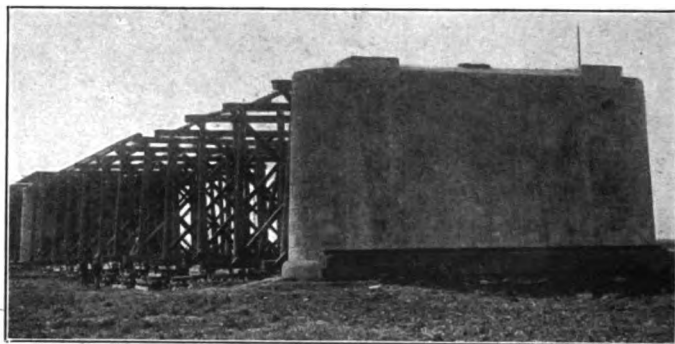


PARTIALLY COMPLETED EMBANKMENT AND STONE ARCH CULVERT.

Chinese imperial Railway Administration, but the official assistance of the authorities at Peking, who issued a state loan of \$22,500,000, guaranteed by the Chinese government and payable in 1929, in aid of the road. The syndicate had only to negotiate these bonds to secure funds. In March, 1899, this loan was issued simultaneously in Brussels and Paris and was immediately many times oversubscribed.

The first surveys and drawings for the line had already been made by the southern viceroy while the negotiations were going on. The road for a short distance from Hankow, its southern terminus, follows up the Yangtse river, and then traverses a broad plain. A little less than 100 miles north it zigzags between steep hills with picturesque scenery. Beyond this in another plain it crosses two smaller levels

The construction of the road was begun at both ends at the end of 1898 and the beginning of 1899. In 1899 quays and workshops were built and rolling stock and construction materials received. The northern section of the road had been extended 114 miles south of Peking when it was interrupted in May, 1900, by the Boxer revolt. Most of the finished road was destroyed, many of the employees killed and the final completion of the road set back at least a year. Early in 1901 order was restored through the military occupation of Peking by the Powers and work resumed. There was no further interruption and the northern section of the road was steadily, although slowly, pushed to completion. A little more than half of the road was built from the north. The two working parties met a little south of the Yellow river.



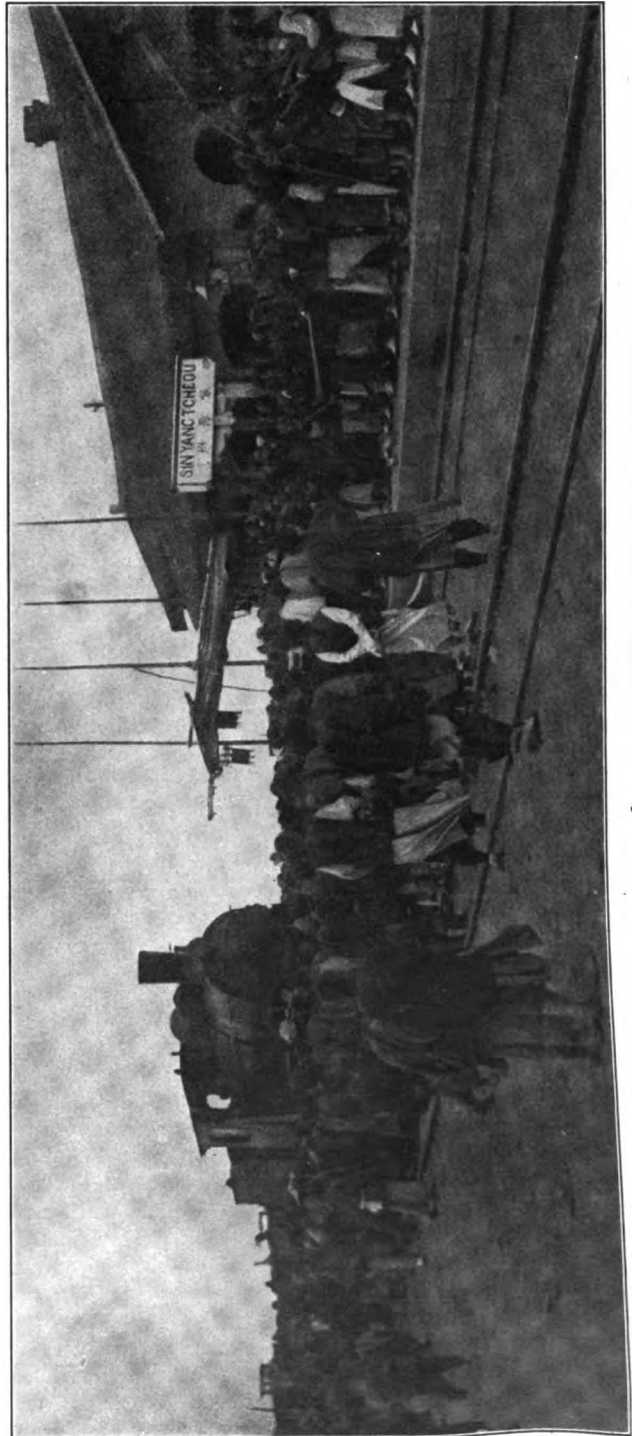
TYPICAL MASONRY BRIDGE PIER.

and then reaches the Yellow river (Hwangho), which it crosses on a bridge about 9,875 feet, or nearly two miles, long. The entrance to this bridge from the south is through a tunnel under a hill on which summit a temple is erected consecrated to the divinity of the river. This temple and the southern entrance to the tunnel are shown in one of the accompanying photographs. All bridges, of which there are about 100 besides the Yellow river bridge, from 650 feet to 2,200 feet long, are steel with concrete approaches. One of the steel bridges on masonry piers, as well as a view of one of the piers and the method of construction, is shown in the photographs. There are only two tunnels, both short, on the whole line.

On the southern end of the road 56 miles of line was built in 1900, the year of the Boxer trouble. In 1901 great damage was done to the embankments at Hankow by the flooding of the Yangtse river. As this is a usual summer happening, the slope of the embankment of the road on the river side was protected with stone, a work which was finished at the beginning of 1902. At Hankow a quay 15,748 feet (about three miles) long which can be used by deep draft vessels, was built along the river. The maintenance of this quay is costly as the current continually gnaws at it and undermines the foundations. Before the end of 1901, notwithstanding the inundations, the road was opened 96 miles north from Hankow. At first a weekly service

in each direction was begun but after the beginning of 1902 there were three trains a week in each direction. Heavy cutting was necessary over the watershed between the Yangtse river and the Yellow River. In 1902 daily train service was begun between Hankow and Sin Yang, 136 miles north. This station is shown in one of the photographs. On January 1, 1904, the road was opened for 195 miles north of Hankow. At this point the road runs into a hilly country with the steepest grades on the whole line. At the beginning of December, 1904, rails were laid from Hankow to the Yellow river, 312 miles.

The steel bridge across the Yellow river, as already mentioned, is nearly two miles long. It is 20½ feet above high water level. A general view is shown in the photograph. The bridge rests on screw pile piers. The piles were screwed down into the bed of the river by hand-capstans manned by coolies. To each pile was clamped a large grooved pulley around which was wound a wire hawser. One end was led to one of the capstans and then the coolies heaved away and the work of screwing began. The rotary motion with the corkscrew point at the bottom of the pile forced the pile down in the mud till the pulley was level with the platform on which the



SIN-YANG STATION: PEKING-HANKOW RAILROAD.



workmen were standing. When the pulley reached this platform, another section of pile was bolted on, the pulley raised to the upper flanges, and the screwing resumed. When the piles had been screwed to a sufficient depth, say 40 to 50 feet, the water was pumped out from the inside and the pile filled with concrete. Wooden piles were then driven in a triangle around the up-stream side of the piers with the points to the current, as a protection. Huge beds of tree branches, lashed together with wire were then sunk around the steel piers, and on these beds many hundred tons of rock were thrown. This was to give more solidity to the river bed where the piers were driven. The river bed is one great quicksand and during the construction of the bridge many piles and platforms supporting machinery were sucked under. Stone breakwaters have been built along the banks of the river to prevent the undermining of the bridge foundations and each end of the bridge is protected with stone-faced dykes. Half of this bridge was built in France, the other half in Belgium, the work being distributed among the principal builders of the two countries.

The roadbed is well built and ballasted; the track, standard gauge. Most of the material for the roadbed, as well as the rolling stock, was imported from Belgium and France. As there is little timber in China,

even the ties were imported, 130,000 coming from France, 50,000 from the Baltic countries, a few from Oregon and the rest from Japan. The steel works of Hanyang near Hankow, supplied about 175,000 tons of rails, which were tested by the same tests as those used by the Belgian government railroads. Seventy-five pound rails are used. At the close of 1905 there were in service 101 locomotives, 145 passenger cars (first, second and third class), and 2,200 freight cars of from 15 to 40 tons capacity. The passenger fares are about 9, 6 and 3 cents per kilometer for the respective classes. The syndicate which built the road has formed a mining company under the name of "Mines du Luhan," which holds the concession for development of several coal fields that will supply the road with excellent fuel. Sixty miles of short branches to coal mines have already been built. The railroad was built by the Societe d'Etude de Chemins de Fer en Chine. A supplementary issue of \$2,500,000 bonds, under the same conditions as the original loan, was made in 1905 to meet the final expenses of construction and the purchase of rolling stock.

For the accompanying photographs we are indebted to the *Far Eastern Review* to which and to *Le Mouvement Geographique*, among other sources, we owe information in regard to the road.—By permission *The Railroad Gazette*.

## The Story Of A Waitress.

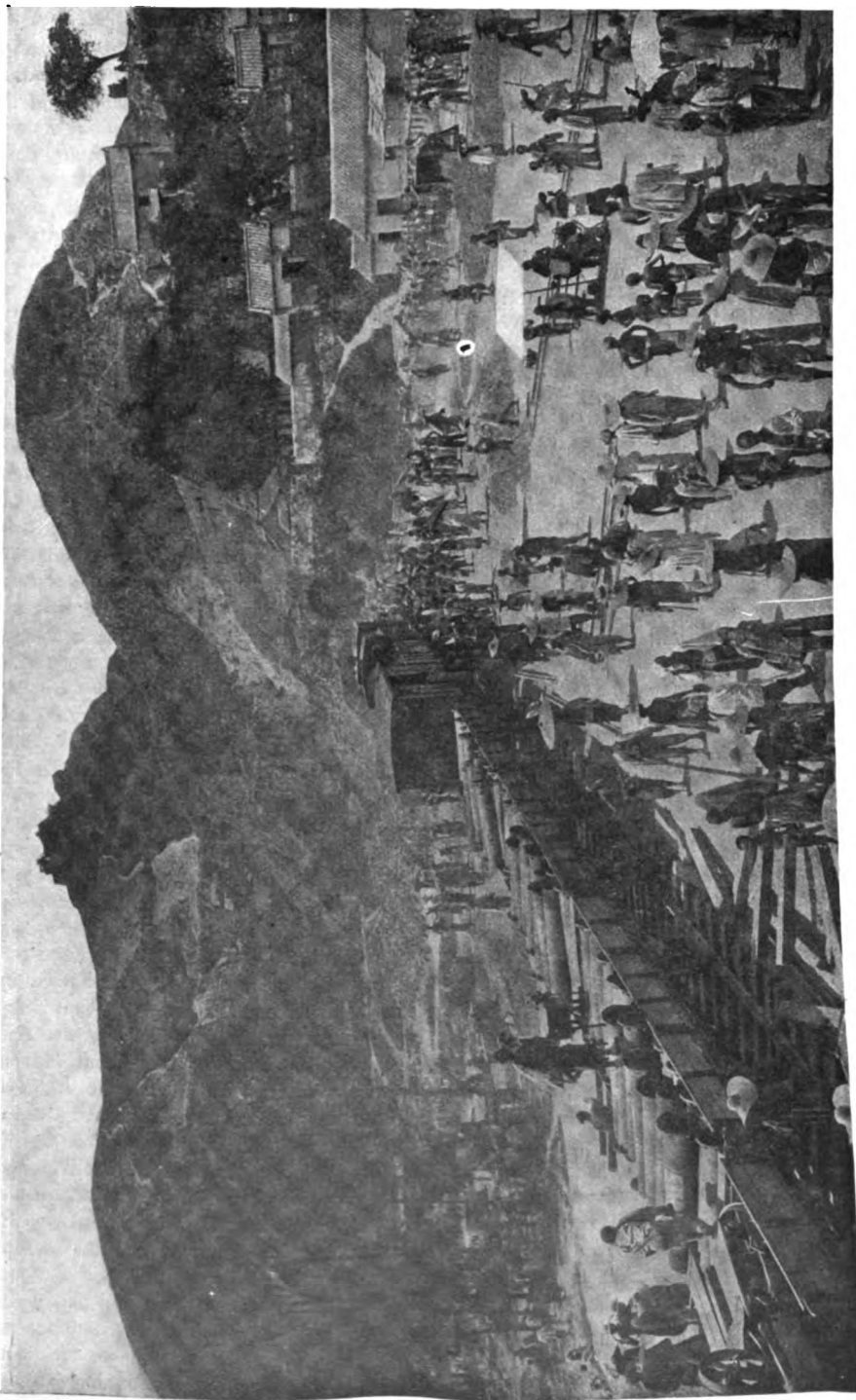


COMMENCED as a waitress when I was about 22 years old; before that I was a milliner up in the North. I started in a private boarding house for \$3.50 a week. I had there fifteen hours a day, from six in the morning until nine at night. And besides waiting I had to launder all the linen for the dining room.

I worked in other places, and then married and gave up work for five years. But my husband fell sick, then his partner robbed him, the children died, and altogether

we were broken up. My doctor advised me to leave Boston, because he said otherwise I would be melancholy. So then we came to New York, my husband and I, and that was five years ago.

For about a year I did nothing, but at the end of that time I found work in one of the big restaurants. They have three shifts there; a half-time one, from 10:30 in the morning to 3 in the afternoon, and one from 11:30 in the morning to 7 in the evening. And then there is what they call the 12:00 watch. I was one of those that



SOUTH PORTAL OF TUNNEL JUST SOUTH OF YELLOW RIVER BRIDGE. THE GREAT INTERIOR TRUNK LINE OF CHINA.

stopped at 7:30. Take it on the whole that is one of the best places in the city for a girl to work. But there are a number of impositions. One was that we were compelled to buy from the management three white waists at a high cost, sometimes 90 cents each, when we could have bought the material and made these same waists, all three of them, for about 90 cents, not a bit more than 30 cents apiece. Then the laundry bills were "fierce." The waists, the three of them, cost 45 cents; three aprons, 30 cents, and the sashes 24 cents, so every week the laundry bills came to a dollar all but a cent. Another thing in that place was the way they charged us for breakage. This was fixed by the head waitress and we never could tell how she made up her mind which girl broke which dish. The charge was always too great. A dish which you could get for 5 cents or 10 cents would be charged at 25 cents or more; and there was no appeal. I was there for two years and then I quit because they charged me for breakage which was not mine. But taken on the whole that was a very much better place than others. The food was good, the girls were treated well, and were allowed time to sit down during the day. We were allowed to go downstairs and sit down for half an hour, something which was a great consideration to a girl who had been steady on her feet for three or four hours. We had fifteen minutes for breakfast and half an hour for lunch, while we took our supper in our own time.

My next place was in Park Row, long hours and heavy work. The pay was \$4.00 for half time, and \$7.00 a week for full time. Full time they said was from seven to seven o'clock, but we began at 6:45, because that particular place opens up with religious service. The manager reads a couple of psalms and makes a long prayer. The walls of the place are covered with texts and practical suggestions.

"In God We Trust."

"Pork and Beans Ten Cents."

"Love Thy Neighbor as Thyself."

"Watch Your Overcoat and Hat."

A waitress who misses this prayer is fined 25 cents. There is a marble floor there and walking about on that marble floor for twelve hours is hard on the girls.

No time is allowed them to sit down and rest and they only have fifteen minutes for their meals. They are fined for breakage and all fines imposed in the other restaurants are imposed here, so that during the six weeks I worked there I did not draw one full week's pay. They have fans there—big electric fans. The butter is cut into big blocks and a big lump of ice is put on each lump of butter. The fans melt the ice fast, and if a girl doesn't watch, the water from the ice will overflow the plates. Then there is a fine of 25 cents. I had been getting more and more angry all the time on account of the conditions, and when my envelope came to me on Saturday with 85 cents deducted for fines, I objected and went to the manager. Usually it wasn't any good talking, and another girl wouldn't have dared, but I could afford to be independent and I intended to leave, so I fought with the manager for an hour, and at last I got my full week's pay, but I left the place. A girl can't make a fuss and keep her place, that is, she can't do it alone. After that for a time I took a rest, but got very tired of doing nothing, so I went back to work again. This time to a large restaurant in a department store. There are 150 waitresses there who get \$3.00 per week for working from 10:30 to 3 o'clock or \$4 a week for working from 7:30 to 5:30 o'clock. I took the long day and the four dollars. The managers tell the waitresses that this is a good place for tips, but that isn't so any more. They used to serve dinner for 39 cents, now it costs 44 cents. When it cost 39 cents a customer would give the girl 50 cents and tell her to keep the change. Now if she gets a tip at all it's only the odd penny from 44 cents, as the customer feels that she is paying quite enough for her dinner. All the fines that I have told you about before are imposed in this place, and the food given to the waitresses is unfit for any human being to eat. It is what has been left over after the customers, the cooks, the dishwashers and all others except the waitresses have been served. Sometimes it is many days old and mouldy. I have seen things done with that food that made me feel it was something good to leave alone—for instance, I have seen the dishwashers help

themselves from one of the left-over plates, take a bite, throw the food back on the plate, and then that same food served to the waitresses. Often the food that is served up is spoiled and in a condition which makes it dangerous to health. The waitresses have the choice of three things—they can eat what there is, they can starve or they can steal. Some do one thing, some another. It's pretty hard to go all day long carrying good food with the smell of it always in your face, and you not to touch any. One day when I could not eat any meat I went in the kitchen and asked for French fried potatoes, and the cook took my number and complained to the manager that boiled potatoes were not good enough for me. The manager promptly took up the case and laid down to me the law—the law of that store—I don't know any other law observed there. Another grievance which the girls have is in regard to the treatment. They are quite often sworn at. If a girl breaks a dish she is sworn at, if she breaks three dishes she is discharged.

A year or two ago, I would have thought that this place where I am now was the worst possible, but the agitation which has been stirred up by reason of the effort to organize in New York a strong union of waitresses has shown me that there are others far worse off than I am. One system of restaurants in this city in addition to working its girls twelve hours a day, deducts \$1 a week from their pay for the first seven weeks and holds that against them, so that if they leave without giving a week's notice they are fined that week's pay. Nevertheless the management doesn't give the girls any week's notice when it concludes to dispense with their services. Of course this place also has all the usual fines and some of its own.

Some of the restaurants where girls are now employed are altogether unfit places for them morally.

The question is sometimes asked, "Why don't waitresses go into domestic service?" Well, the waitresses are a pretty independent lot. They want their evenings and they want their Sundays. So far as I am concerned I'd sooner starve.

If those who are attempting to organize

a strong union can have their way the waiting business will be put on a sound and respectable basis with tips abolished. The reason that our wages are now so low for such long hours is that we are supposed to receive so much in tips; in most cases this is not true. In any case the tip is degrading. When I accept a tip I feel that I am not the equal of the person who gives it to me. It's a bad thing. I'd never do it if I could live without it. I often want to fling it back in the face of a customer who has insulted me before he gave it. We are hard-working, we earn our living, and we would like to be self-respecting.

There is a good union in Seattle where the girls get good wages and three good meals and work from 7 in the morning until 2 in the afternoon. It is the same in Los Angeles, Spokane, and pretty nearly as good in St. Louis, but in San Francisco it is better than anywhere else; the employers are all as well satisfied as the girls. The union has an employment agency to which all of the restaurant keepers apply for girls.

This is the agreement between employers and employes which is actually in use in San Francisco:

First. Employer means to employ only waitresses in good standing in Waitresses' Union Local No. 48, except when at any time the union is unable to furnish a waitress, when the employer may hire any competent waitress; provided that such a waitress makes application to become a member of the Waitresses' Union Local No. 48, within one week after engagement.

Second. All waitresses are to be engaged through the office of Waitresses' Union, Local No. 48, as the union cannot assume the responsibility for any one engaged outside its office.

Third. Six days shall constitute a week's work; each and every waitress shall have at least twenty-four (24) hours "consecutive" off each week.

Fourth. During any convention or other special occasion resulting in the arrival of a large number of visitors to the city, when more than the usual number of employes are required, a regular must substitute for herself on the seventh day of the week and



ST. THOMAS, ONTARIO, UNITY LODGE, No. 47, BROTHERHOOD OF RAILROAD TRAINMEN.

shall be compensated therefor at the rate of "time and one half."

Fifth. Relief waitresses (seventh day waitresses) shall receive the same wages as the waitresses that they relieve, except in cases where permanent relief waitresses are employed at a fixed salary.

Sixth. If a waitress is required to work overtime, by request of the employer or the failure of another waitress to relieve her at the expiration of her watch, the wages for overtime shall be paid by the one causing the extra labor.

Seventh. All overtime to be paid for at the rate of "time and one-half."

Eighth. All wages shall be paid weekly.

Ninth. No waitress shall suffer a reduction of wages or an increase in hours of labor on account of this agreement.

Tenth. The duly authorized representative of this union shall have the right to enter the premises of the employer to investigate the waitresses employed, and see if they wear the "monthly working button."

Eleventh. A waitress working ten hours a day should give the employer ten hours' notice; nine hours per day, nine hours' notice; six hours' per day, six hours' notice; and a lunch girl should give three hours' notice, before she quits; if not, she will be fined \$2.50 by the union.

Twelfth. Restaurants or hotels desiring to obtain the "Union House Card" may procure the same from the "Local Joint Executive Board of Hotel and Restaurant Employees," the "Union House Card" to

remain the property of said board and may be removed at any time by a duly authorized representative, who shall have the right to enter the premises of the proprietor for that purpose.

The minimum wage scale shall be as follows:

Ten hours on duty within 14 hours (per week), \$10.00.

Nine hours on duty within 14 hours (per week), \$9.00.

Steady waitresses, per week, night work, \$11.00.

Any waitress working after 10 p. m. must receive the night scale, \$11.00.

Lunch waitress, 3 hours or less, 85 cents.

Dinner waitress, 3 hours or less, 85 cents.

Steady lunch and dinner waitress 5 hours or less within 10 hours, 6 days per week, \$7.00.

Extra full time, per day, \$2.00.

Extra time, 1 hour or less, 35 cents.

For all special occasions, such as holidays and conventions, per day of ten hours with two half hours off for meals, \$3.00.

For banquets, parties and weddings, to serve only four (4) hours or less, \$2.25.

To set up and serve 5 hours, \$2.75.

To set up, serve and clear off, 6 hours, \$3.00.

Special uniform, white, extra, 50 cents.

All overtime for restaurants, 35 cents for one hour or less.

Sunday lunch or dinner, 3 hours or less, \$1.25.—*Selected.*

## World's Exclusion Laws.

**F**OR some time the attitude of the Californians toward Mongolian immigration has been the subject of much unfriendly comment. The campaign of adverse criticism and denunciation, which at last found such full and frank support in the President's message, may easily have led many to conclude that our fellow citizens on the Pacific Coast are of baser metal than ourselves and other portions of the Anglo-Saxon

world; and while it is not stated as true, the inference drawn is that they are the first to discriminate against the yellow race.

What are the facts? The casual reader of British colonial history will find that measures restricting Chinese immigration were enacted by certain of the Australian states long before the agitation began in California. As early as 1855 an act was passed by the state of Victoria imposing a tax of £10 on each immigrant and limiting

the number that could be brought to one-tenth of the tonnage of the vessel on which they were transported. In recent years Chinese immigration has been prohibited in Australia, New Zealand and Canada by the imposition of a tax of £100 on each Chinaman landing in these colonies.

It is said that this law is more thoroughly effective in Canada than our own Exclusion Act, recently modified somewhat through the Chinese boycott. John Chinaman has no navy to speak of and his big army is still in the making, but for all that he has discovered that he possesses a powerful weapon in the boycott, which reaches a vulnerable and extremely tender spot in the pockets of our commercial barons.

Restrictive legislation, along the lines indicated, practically came to an end in the year 1896, except in Canada, partly, as we are told, because the Exclusion laws were satisfactorily effective and partly because "other Asiatics began to enter the colonies in sufficient numbers to excite dislike and uneasiness." From this date forward, legislation and agitation have been directed against "the other Asiatics" as well as the Chinese.

In 1897 the Natal Restriction Act was passed. Its object was "to check the flow of coolies from British India." It accomplishes this by excluding the following classes without reference to nationality: (a) Any person who, when asked, fails to write in some European language an application for admission to the colonies; (b) a pauper or person likely to become a public charge; (c) an idiot or lunatic; (d) any person suffering from a loathsome and dangerous disease; (e) any one who has within two years before been convicted of a serious non-political offense.

The act imposes on masters of vessels a penalty of one hundred pounds for each immigrant brought into the country.

It will be noted that the first clause is the only one specially designed to apply to all Orientals without specifically naming them. The weak point of the law was the use of the same form for all applications, which made it possible for uneducated Orientals to fill perfunctorily the blanks in the application. The fear that this would be done led some of the Australian states and

New Zealand to strengthen the Natal Act by providing for changes in the form of application, the writing of fifty words in English and "a writing in any European language."

The advent of the federal government in Australia made it possible to pass legislation of a more general character. The question of immigration was considered soon after the organization of the first parliament. A bill was passed modeled after the Natal Act, but requiring a test of fifty words written in any European language required by the Customs officials. Among the excluded classes, in the language of the act, is "any person who, when asked to do so by an officer, fails to write out at dictation and sign in the presence of the officer a passage of fifty words in length in any European language dictated by the officer. A special clause prohibits under heavy penalties, the introduction of contract labor.

An increase of Japanese immigration was noticed at the ports of British Columbia about the year 1897, and steps were taken by the local government to devise restrictive measures. The number of arrivals increased from 691 in 1897 to 9,033 in 1899. In the meantime an act had been passed by the Parliament of British Columbia prohibiting the employment of Japanese on certain works and designed to check further immigration. The measure was forwarded to the British government and Joseph Chamberlain, Secretary of State for the Colonies, refused the royal assent in a diplomatic communication containing the following significant language:

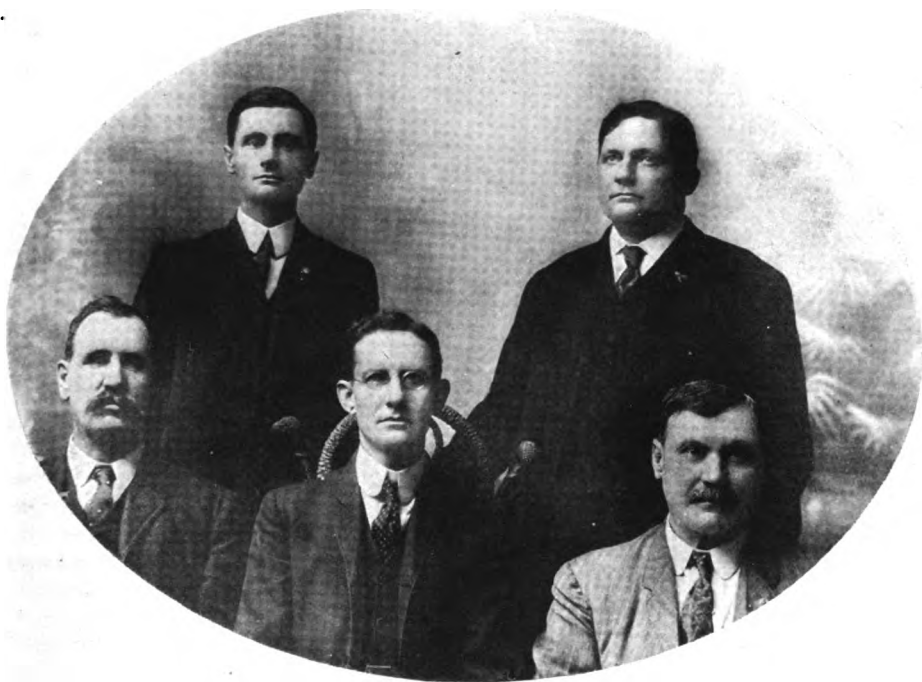
"Her Majesty's government fully appreciate the motives which have induced the government and legislature of British Columbia to pass the legislation under consideration, and recognize the importance of guarding against the possibility of the white labor in the province being swamped by the wholesale immigration of persons of Asiatic origin. They desire also to acknowledge the friendly spirit in which the representations they have felt compelled to make have been received by the government of British Columbia, and regret that after carefully considering the minutes of the executive council they feel unable to

withdraw the objections they have urged to the legislation in question.

"There is no difference between Her Majesty's government and the government of British Columbia as regards the objects aimed at by these laws, namely, to ensure that the Pacific province of the Dominion shall be occupied by a large and thoroughly British population rather than by one in which the number of aliens largely predominates, and many of the distinctive fea-

Mikado objects, but their exclusive nomination, which specifically stamps the whole nation as undesirable persons.

"The exclusion of Japanese subjects either from the Province or from employment on public or quasi-public works in the Province by the operation of an education test, such as is embodied in the Natal Immigration law, is not a measure to which the government of Japan can take exception."



TEXAS LEGISLATIVE BOARD.

Jos. S. Meyers, B. L. E., Statistician. H. G. Wagner, B. R. T., Secretary.  
C. F. Goodrich, O. R. C., Vice Chrm.. Walton Peteet, A. F. of L., Chrm.. C. D. Johnson, B. L. E., Treasurer.

tures of a settled British community are lacking.

"The ground of the objection entertained by Her Majesty's government is that the methods employed by the British Columbia legislature for securing this object, while admittedly only partial and ineffective, are such as to give legitimate offense to a power with which Her Majesty is, and earnestly desires to remain, on friendly terms. It is not the practical exclusion of Japanese to which the government of the

In all his dispatches on the delicate question, Mr. Chamberlain was most adroit, avoiding antagonisms, secretly expressing sympathy with the colonies, suggesting restriction on the basis of the Natal Act and at the same time safeguarding the national pride of Her Majesty's ally in the Orient who was even then preparing for the big event that is now a matter of history. Hats off to the diplomacy of Mother England! With one hand she deftly turned back the tide of Mongolian immigration from her



colonies and with the other patted her ally on the shoulder and inspired him suddenly to smite at a most vulnerable point, Russia, her traditional foe, whom she has feared secretly and hated right royally. Without the firing of a gun she saw the army of her enemy overwhelmed and his fleet smashed in the waters of the Orient.

Promptly after the veto of the British Columbian Act the British government entered into negotiations with Japan and through an "understanding" secured what the colonists had sought in legislation. The desired restriction came by way of Tokio.

Under date of August 2, 1900, the Japanese Minister of Foreign Affairs, Viscount Aoki—mark the name—sent a dispatch to the governors of the prefectures of Japan directing that until further notice the emigration of Japanese laborers to the Dominion of Canada be prohibited.

A commission appointed by the Canadian government to investigate the entire subject of Chinese and Japanese immigration, in 1902, submitted an exhaustive report covering 430 printed pages. In conclusion the commissioners say, among other things, in regard to Japanese immigration:

"Your commissioners fully appreciate the action taken by the government of Japan on August 2, 1900, whereby the governors of the prefectures of Japan were instructed to prohibit entirely for the time being the emigration of Japanese laborers for the Dominion of Canada. . . . Nothing further is needed to settle this most difficult question upon a firm basis than the assurance that the action already taken by the government of Japan will not be revoked. . . . Should, however, a change of policy be adopted in this regard by the Japanese government whereby Japanese laborers may again be permitted to emigrate to Canada, the welfare of the province of British Columbia imperatively demands that effective measures be adopted to take the place of the inhibition now imposed by the Japanese government."

In this connection it may be pertinent to observe that with our complex dual system of government, according to a recent writer, a "conglomeration of sovereignties that insists upon calling itself sovereign," we are

not the only nation that finds inherent difficulties in discharging its obligations to other powers and constituent states or colonies. England has certainly experienced like difficulties which she has approached in a conciliatory spirit with an eye single to the welfare of her most distant subjects. There has been no disposition to enforce the Imperial will against her colonies in the interest of any foreign power. There has been no threat to use the army and the navy to impose upon them an unwelcome race. If, as claimed, our present attitude is "incongruous" or "ludicrous," it may be due to our amateur methods rather than to our peculiar system of government.

The results of the recent experiment with Chinese labor under British regulation in South Africa ought to be a subject of serious consideration to the most enthusiastic advocate of Mongolian immigration. The moral chaos brought about by the employment of Chinese coolies in the mines of the Transvaal, was the occasion of an investigation by the British government, and the report was of such a character that it was declared to be unprintable. "The repatriation of the coolies will begin and go on continuously until they are all sent back."

In conclusion, it is evident that the opposition of our fellow citizens on the Pacific Coast to the coming of the Chinese and the Japanese is simply in a modified form what has occurred wherever and whenever the Mongolian has been brought into actual contact with the Anglo-Saxon. The question of race superiority may be waived; the question of race difference, in spite of the theories of sentimental dreamers will remain. Our brethren beyond the Rocky Mountains, in blood and spirit, are thoroughly American. They are doing what we would do under like circumstances. It will be most fortunate if the widespread interest aroused by the protest of the Japanese government shall lead to results already foreshadowed in dispatches from Washington—a permanent "understanding" that, without offending the pride of the Japanese, will effectually turn back the tide of their immigration from our shores. Fortunately the distinguished Japanese statesman, Viscount Aoki, is now in Washington. Perhaps he may render a service as satis-

factory to California as his former act was pleasing to British Columbians.

Learned and cultured representatives of the Orient, after they have ceased to be marvels and curiosities, will doubtless continue to be welcome in our midst. The scholarly Kawakami, in a recent issue of the *Independent*, assures us that "the Japanese are good enough to mix with the Americans." On the subject of "mixing," which he seems to view with Oriental de-

light, he will find some sage advice from one of the greatest Anglo-Saxon friends of his race, Herbert Spencer, whose letter on this subject has recently been published in the country. In spite of the theories of the savants, yellow and white, however, the fact is gradually becoming patent that the masses of the United States and Japan will be much better off with the Pacific Ocean between them.—C. B. Galbreath in the *Arena*.

## The Last Of The Old Guard.



NEVER found it very hard to get into trouble; as far back as I can remember, that has come easy for me. When this happened I hadn't been railroading a month, and I was up on the "carpet" with my conductor, sweating from sheer grogginess and excitement.

The job of head brakeman on a mountain division is no great stake for a man ordinarily, but it was one for me just then, and we knew when we went into the Superintendent's office that somebody was to get fired; the only question was, Who? The train crew or the operator? Our engine crew was out of it; it was up to the conductor and me. Had the operator displayed red signals? The conductor said "No," I said "No;" the operator said "Yes," but he lied. We couldn't prove it; we could only put our word against his, and what made it worse for me, my conductor was something of a liar himself.

I stood beading with a cold sweat, for I could see it was going against us; the superintendent, an up to date railroad man, every inch, and all business, but suspicious, was leaning the operator's way the strongest kind.

There wasn't another soul in the little room, as the three of us stood before the superintendent's desk, except a passenger conductor who sat behind us, with his feet on the window ledge, looking out into the yard.

"Lynch's record, in this office, is clear," the superintendent was saying of the operator, who was doing us as smooth as smokeless powder; "he has never, to my knowledge, lied in an investigation, but Carman," continued the superintendent, speaking bluntly to my conductor, "you've never told a straight story about that Longmont switching matter yet. This man is a new man," he added, throwing a hard look at me; "ordinarily, I'd be inclined to take the word of two men against one, but I don't know one at all, and the other has done me once. I can't see anything for it but to take Lynch's word and let you fellows both out. There wasn't any wreck, but that's not your fault for a minute."

"Mr. Wright," I protested, speaking up to the division boss in a funk, the prospect of losing my job that way, through a lying operator, took the heart clean out of me; "you don't know me, it is true, but I pledge you my word of honor——"

"What do I know about your word of honor," asked the superintendent, cutting into me like a hatchet; "I don't know any more about your word of honor than I do about you."

What could I say? There were men who did know me, but they were a long way from me then.

I glanced about me, from his face, as gray as the fog that enveloped the yard, to Carman, shuffling on the carpet; then to Lynch, as steady as a successful liar,

taking my job and my reputation at one gulp; then to the tall passenger conductor, but he was looking out of the window.

"What do I know about your word of honor," repeated the superintendent; "Carman, take your man and get your time."

A wave of helpless rage swept over me. The only thing I could think of was strangling the lying operator in the hall—then someone spoke.

"Show your papers, you fool."

It came as calm as sunshine and cold as a northwester, from the passenger conductor behind me, but it pulled me into line like a bugle call. I felt my English all at once. Everybody heard him and looked my way; again it was up to me, and this time I was ready for the superintendent, or for the whole division for that matter.

I had forgot all about my papers, until the dark passenger conductor spoke; I put my hand in the bosom of my shirt for a piece of oilskin—it was all I had left—and laid it on the superintendent's table; unfolded it jealously, and took out a medal and a letter that in spite of the carefulest of wrapping was creased and sweated, but the letter was from my Captain, and the bit of bronze was the cross.

"Have you been in the army?" he asked curtly.

"Yes, sir."

He scowled a minute over Roosevelt's scrawl, then laid it down and picked up the bit of bronze.

"Where did you get this?" he asked.

"At San Juan, sir," I replied.

The grim old passenger conductor kept looking out of the window.

"What are you doing here?"

"Came to learn the railroad business;" his brows went easy like.

"You say you had your head out of the cab window and saw the white signal?"

"I saw the white signal."

The superintendent looked at Lynch. "We'll adjourn this thing," said he, "at least until I look into it a little further; for the present, go back to your runs."

We never heard any more of it. Carman got out of the office in a hurry. I stopped to pick up my stuff and to thank the passenger conductor, but Frank Denman had gone.

It was a queer deal then, on the whole division those days; it was a case of wide open from end to end. Everybody on the line was giving the company the worst of it—from directors to car tinks. The section hands hooked the ties from the maintenance; the painters drank the alcohol for the shellac; the purchasing agent had more fast horses than we had locomotives and what made it hard for the conductors, the auditors stole what little money the boys did turn in.

A hard place to begin railroading, then, the old line, but that's where I had to tackle the game, and in all the hard crowd I mixed with, Frank Denman was the only big man on the division.

There were others who fixed the thing up by comparing notes on their collections and turning in percentages to make their reports look right, but Frank Denman was never a conspirator; he never made a confidant of any man in his stealings or his spendings and despised their figuring. He did as he pleased and cared for no one; no superior had any terror for Frank.

He had a wife somewhere back in the mountains, they said, that had sold him, out, that's why he lived among free and easy men a lonely life. If any one ever got close to him, I think maybe I did. I had just been made a freight conductor when the lightning struck the division.

It came with a clean sweep through the general offices over the river. Everybody in the auditing department; the executive heads down to general manager, and a whole raft of conductors. It was a shake out from top to bottom, and the bloods on our division went white and sickly very fast.

Of course, it was somebody's gain. When the heads of our passenger conductors began to drop, they began to set up the freight men. Beach had resigned in the early part of the year, and Davis, his assistant, an ex-conductor, and as big a thief as there was on the pay roll, let the men out right and left with the sole idea of saving his own scalp.

By the time I was put up to a passenger train, the old force was pretty much cleared out except Denman; every day we looked to see him go. Everybody loved

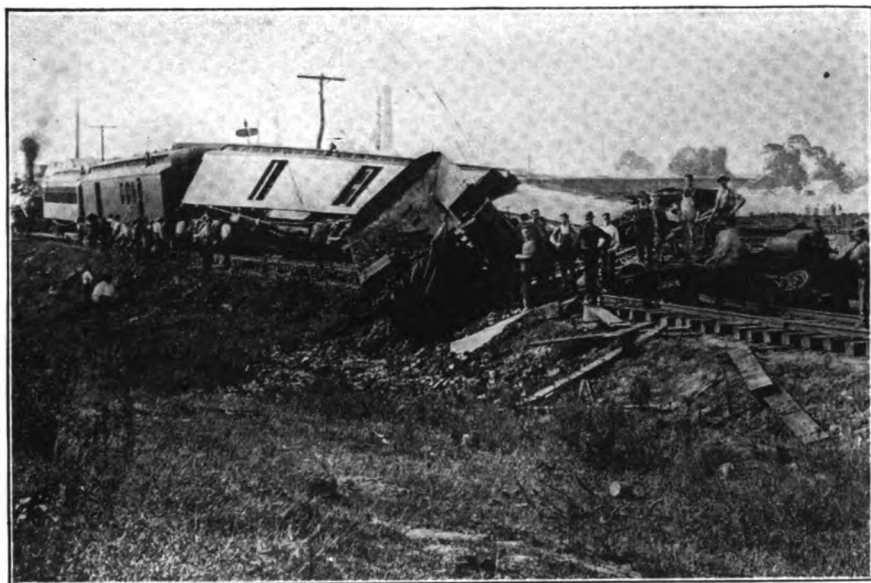
him because he was a master railroad man, and everybody was apprehensive about his future but Frank himself.

I never knew until later that Davis, with all his bluff and bluster, was enough afraid of Denman, to let him alone. The matter, though focussed up one day in the old office in an unexpected way. Davis' seat got so hot, that bedeviled by his fears of losing it, and afraid to discharge Frank, he cowered; called him to his office—then asked him to resign.

In all the storm that raged on the di-

a curse, whirled as a storm. "Why should I resign? Resign?" He rose from his chair. "You know I'm a thief; you're one yourself; you helped to make me one; I've done more thieving work for you, than for any one else on the division; I don't resign for anybody; discharge me, damn you, discharge me, I don't ask any odds of you."

"Davis met it sullenly, yet he didn't dare do anything. He knew that Frank could ruin him any day he chose to open his mouth; what he did not know was that Frank Denman was moulded in a class of



M. & O. WRECK AT WHISTLER, ALABAMA.

Engineer of passenger train was struck by a mail crane and so badly injured he could not control his engine which ran into a freight engine and wrecked the passenger train.

vision, the old conductor remained calm. He was through it all, the shining mark; the dare devil target; yet he bore a charmed life and survived every last associate.

When Davis asked him for his resignation, Frank, bitter angry, faced him with black words in his throat.

"It's come to a showdown, Frank," muttered the assistant after a minute's talking, "do you want to resign?"

Frank eyed the river coldly, "No."

"You'll have to—"

"Have to? Who says so?" Frank with

men, different from his own; even dishonor was safe in his hands.

There was no change after that, except that Frank, darker, moodier, lonelier than ever, moved along on his runs, the last of the old guard. So he rode, grim old privateer with his letters of marque on the company's strong box, and Davis trembled night and day, till at last that day came that fear had foretold to him; a clap of thunder struck the old office and Davis' head fell low; Frank Denman sailed boldly on.

I was extra passenger man when G. E.

Prussell came to us. He came from the west, and we heard great things about the new superintendent and what would happen when he got into the saddle.

For three months he sat in the saddle without a word or act to show that he was thinking, then there came from the little room, an order that swept from right to left; from trainmaster to wrecking boss; the last one of the old guard went—except Frank Denman.

The day the order was bulletined, he sent for Frank; sent word by me that he wanted to see him.

"Come on," said Frank, when I handed him the message.

"What do you want me for?" I asked.

"Come on," he repeated, and greatly against my inclination, I went up into the office with him; I looked for a scene.

"Frank, you've been running here a long while, haven't you?" Prussell began.

"About nineteen years," he answered.

"There's been some lively shakeouts on the system lately, hasn't there?"

Frank looked at him coldly.

"I'm trying to shape things here for a new deal."

"Don't let me stand in your way," blurted Frank.

"That's what I wanted to see you about."

"It needn't take long," he growled.

"Then I'll tell you what I want—"

"I don't resign; you can discharge me any minute."

"I wouldn't ask any man to resign, if I wanted to discharge him, don't make a mistake like that. I suppose you will admit there is room for improvement in the running of this division?"

Frank never twitched.

"A whole lot of improvement," Prussell added with perceptible emphasis.

It came from the new superintendent as a sort of gauntlet and Frank picked it up.

"I guess that's right enough," he replied candidly, "there's room for a whole lot of improvement, and if I sat where you do, I'd fire every man that stood in the way of it, too."

"That's why I've sent for you," Prussell resumed.

"Then drop this useless talk, and give me my time."

"You don't understand me yet, Frank, I want you to give up your run; I want your friend Kramer to take it—"

A queer shadow went over Frank's face.

When Prussell began, he was getting a thunderstorm on, somehow the way it ended; the way it was coming about—putting me in his place—I, the only boy on the division that he cared a rap about; it struck him as it struck me, all in a heap.

He couldn't say a word; his eyes went out of the window into the mountains; something in it looked like fate; for my part I felt murder guilty.

"What I want you to do, Frank," added Prussell evenly, "is to come into the office here with me, and look after the train crews; just at present I have got to lean considerably on a trainmaster; do you want the job?"

The silent conductor turned to stone.

"The men who own the road are new men, Frank; they didn't steal it. They bought it and paid for it. They want a new deal and they propose to give a new deal to the men. They will pay salaries that a man can live honestly on; they will recognize no excuse for knocking down; they want what is coming to them, and they propose the men shall have their share of it in the pay checks.

"But there's more than that in it. They want to build up the operating force as fast as it can be built, from the men in the ranks; I aim to start on this division; if you're with me, hang up your coat here the first of the month and take the train crews."

Prussell granted him a week to think the matter over, and Frank left the office groggy; he couldn't seem to focus on the situation.

The news became noised about; became known that Frank, admittedly the brainiest of the old guard, and most capable, had been singled out for promotion.

When they met again in the middle of the week, it was with a greater feeling of cordiality. "I'm not sitting in judgment on what was done last year," Prussell said plainly, "it's what is done this year and the next, that will count in this office."

And the conductors, thinking there was a chance; believing that if they did their

work right, there was a chance for promotion, began to carry their lanterns as if they had more important business, than holding up stray fares.

Meanwhile, Frank hung on to his old run. Somehow it seemed as if it had grown a part of him and he couldn't give it up.

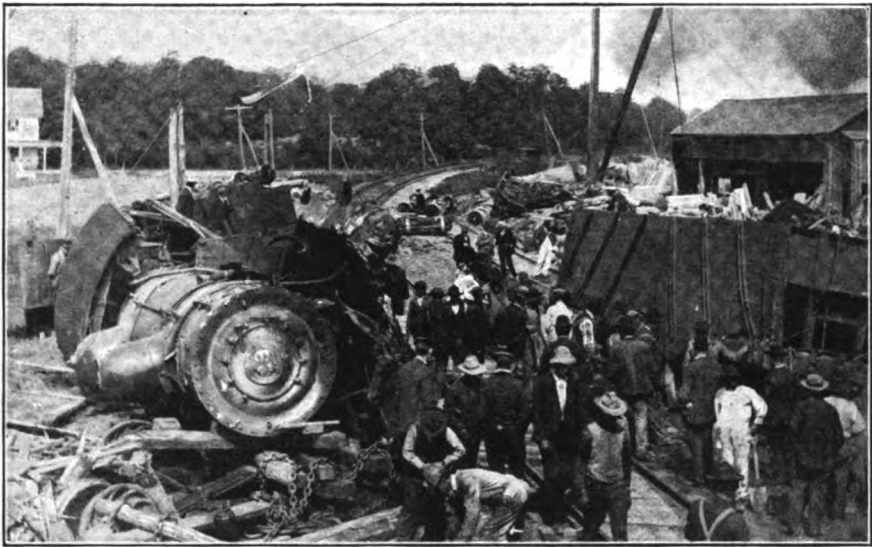
When he told Prussell at the end of the week that he would like to have another week to make his decision, the superintendent waived it to him.

He didn't seem to take the humor the way one would expect. Always silent, he

We sat for half an hour, alone and undisturbed, but he wouldn't talk.

We made Crawling Stone after midnight, and I was still sitting alone in the open stateroom, when I saw Frank's green hooded lamp coming down the darkened aisle; he walked in; put his lamp on the floor; sat down and threw his feet on the cushions. He had a heavy train and the wind was high.

"How's Allan tonight?" he asked, leaning back as if he hadn't seen me before, in his old teasing way.



THE FIRST IN 38 YEARS.

Wreck at Brodhead's Bridge, New York, on the Ulster and Delaware. This road has been in operation for thirty-eight years and this was the first wreck it ever had. Through coal train ran into rear of local freight as latter was leaving the station.

grew more than that; sombre and dejected; we never saw a smile on his face.

Everybody began to make a great deal of Frank; some of the boys called him train-master and told him to give up his punch to me.

However, before the thing had focussed up as the new superintendent expected, I was ordered south to bring in a Shriners' Special, and I rode out on Frank's train. The sleepers were fairly well filled, all except the last one and when Frank had worked his train and walked into the stateroom to sort his collections, I followed him.

He played light heart some times, but it was easy seeing, that night, it was more than played; it seemed so unnatural.

"All right," I returned, "how's Frank?" He pulled the window shade and looked out. There was a moon and the night was bright, only windy.

"What are you going to do with Prussell's offer, Frank?" I asked.

"Do you want my punch, Allan?"

"You know better than that, don't you?" I replied.

"I guess so."

"You're blue tonight, what's the mat-

ter?" I asked. He shifted, and it wasn't quite like him to shift.

"I'm going to quit the road."

"Quit? What do you mean? You're not going to throw over this trainmaster offer?"

"What's the use," he went on slowly, "how can I take charge of conductors; talk to conductors? How can I discharge a conductor for stealing when he knows I'm a thief myself? They know it; Prussell knows it; there's no place among men for a thief."

"Frank, you take it too hard. Everything ran wide open here; you're the best railroad man on this division; everybody old and new admits that."

"I ought to be a railroad man," he sighed, "I held down a division on the Southern when I was thirty-seven years old. I was trainmaster at thirty; I'm forty-nine now and a thief. The woman that ditched me is dead; the man she ran away with is dead; my baby is dead long ago."

He was looking out as he spoke, at the mountains ashen in the moonlight. In the car the passengers were hard asleep, and we heard only the slew of the straining flanges, and the muffled beat of the heavy truck under us.

"There's no law on earth, that will prevent a man leaving the track once in a while," I argued, "and there's none that will keep him from righting his trucks when the chance is offered. I say a man's bound to do it. If you won't do it here, choose your place and I'll go with you. This is a big country, Frank, hang it, I'll go anywhere; you're my partner, aren't you?"

He bent to pick up his lantern. "Allan, you're a great boy," he said.

"Well, I mean it," I added.

He looked at his watch; I pulled mine; it was one o'clock.

"Better go to sleep, Allan," he said as he arose. I looked into his face as he spoke. "Go to sleep." He smiled; pulled down his visor and walked slowly forward.

I threw myself on the couch and drew my cap over my eyes.

The first thing I knew, I felt a hand on my shoulder; then I realized I had been asleep and that the train was standing still;

a man was bending over me with a lantern in his hand; it was the porter.

"What's wrong?" I exclaimed.

"There's trouble up ahead, Mr. Kramer," he exclaimed huskily.

I sprang to my feet.

"Have you got your pistol?" he stuttered.

Through the long train I ran without meeting a living soul, but the silence was ominous. When I caught a glimpse of the inside of the chair car, I saw the ferment. Women were screaming and praying and men were burrowing under the footrests.

"They've killed everyone in the smoker," shouted a traveling man, grabbing me.

"Damn it, make way won't you?" I exclaimed, pushing my way through the mob.

At the forward end of the car, taking me for one of the robbers, there was another panic. Passengers from the smoker were jammed together there like sardines; I had to pile them bodily across the seats to get through and into the forward car.

When I got there, it was all over. The front lamps were out and the car was smoking bluish. A cattleman hung pitched downward, head and arms over the front seat. In the middle of the car, Morris Wyker, crouching in the aisle, held in his arms, Frank Denman. At the dark front end of the coach I saw the outline of a man sprawled on his face in the aisle; the news agent crawled out from under a seat.

It must have been terribly short and horribly sharp.

They had flagged the train east of Mount Pilot. Two men had boarded the train at the front end of the smoker and one at the rear. But the two at the front opened the smoker door, just as Frank was hurrying forward to investigate the stop. He was no man to ask questions; he saw their masks and covered them instantly. Frank at any time and anywhere was a deadly shot, and without a word he opened fire on the forward robber. A game cattleman back of him cut into the game and was the first to go down wounded. But the train boy said Denman had dropped the two head men almost immediately after the firing had begun and stood free handed when the man from the rear platform put a Winchester against his back. Even then,

with a hole blown clean through him, he whirled and fired again; we found the man's blood on the platform in the morning, but, whoever he was, he got to the horses and away.

When I reached Frank, he lay in Wyker's arm. We threw the carrion in the baggage car and carried the cattleman and the conductor into the forward sleeper; I gave the "go ahead" signal and hurried to the side of the last of the old guard.

Once his eyes opened, wandering stonily; but he never heard me; never knew me; never even spoke, and as the train went that morning into the division, he went with it; when we stopped, his face was cold; he was up to the Grand Master.

A game man always, he was never a cruel one. He called himself a thief. He never hesitated with the other men, high and low to loot the company.

The big looters were financiers; Frank was only a thief, yet he gave his very life for the law he trampled under foot.

Thief if you please, I don't know. We needn't quarrel about the word he branded himself with, yet a trust of money, of friendship, of duty, were safer far in the hands of Frank Denman than in the hands of able financiers.

I hold him not for model, neither glory in his wickedness; when I was friendless, he was my friend; his story is told.—*Fredrick Allan Staeger, in The Railroader.*

## The Absent Member.

JOHN ROACH.



ORGANIZED labor, by reason of its constantly increasing power and complexity, has assumed an importance that vividly reminds the wage-worker that "eternal vigilance is the price of liberty." In its constituent parts there are so many defects that must be remedied before it can fully accomplish its mission that it is difficult at random to determine which should be given precedence, but I feel sure the average unionist will agree that the member who absents himself from the meetings and takes but little or no interest in its affairs is capable of much harm and greatly retards the progress of the movement.

The absent member falls an easy prey to the wiles of the hot head and the demagogue and seems ever ready to lend his support to wildcat schemes conceived in ignorance and born of inexperience, that always threaten the stability and many times the existence of the union.

The absent member considers himself the smartest man in his local, and he is sure to have at his finger ends any part of labor's history that treats of disaster and defeat. He can give you day and date for

every mistake that was ever committed; he knows just where the worst routs occurred, the precise court that launched a death dealing injunction, the names of the men who suffered imprisonment for failing to obey the legal writ, the exact sum in damages mulcted from trades unions at various times, and he is sure to point out to you why the whole labor movement is doomed to destruction.

He feels convinced that most labor leaders are corrupt, and if the policy of local officers or general officers of his union does not coincide with his views he immediately advertises his brother union men as "grafters," and in the event of an election no chicanery is too despicable for him to resort to to accomplish their defeat.

His morbid reasoning is never satisfied until with jealous eye he goes through the whole catalogue of unions and voices his condemnatory opinion of every man therein who in the past or the present has taken any active part in the work.

The absent member is also, as well as a member, a critic, a veritable Solomon. So profound, so wise, so far-seeing is he! And if when he occasionally visits his local un-



ion his views on union regulations are not adopted, he is overwhelmed with surprise and gives this sometimes as a reason for not taking more interest in his organization.

The absent member unfortunately does not confine his carpings to things generally, but applies them directly to the policy that tried leaders by experience have found to be correct. There is not a single thing done that suits him. Every rule that is passed is wrong, every one defeated is right, every plan adopted faulty, and his prediction of swift and sudden disaster sufficient to alarm all except those who know the pessimist at his worst.

The absent member is never satisfied with the officers his union selects, and if it should chance he accidentally attended a meeting on election night and his name was proposed and defeated his lugubrious prophecies were all the more nauseating.

He is not a pleasant or encouraging person for a non-union man to meet. There is nothing in his philosophy calculated to encourage a fellow workman to join a trades union, and he carries such a settled air of melancholia that it takes a courage-

ous man to go into the same organization with him. If Providence in perfecting the grand scheme of creation left a niche for this kind of a union man, it has never been discovered, but until it is we must suffer patiently.

True trades unionists are those who have learned that not only are they who have rights "who dare maintain them," but that patience and sacrifice are more essential than turbulence and brute force. Some light has been brought into the life of every worker, however sudden it may have been, and thinking men cannot contemplate with composure the possible destruction of the organized labor movement. If its progress or permanence depended on carping critics, absentees, stay at homes or the blundering policy of the nervously impatient, the path to economic betterment would not be blazed as plain as it is today. The trades unionist preaches a doctrine of cheerfulness and encouragement. If he points to starving women in hellish sweatshops or fatigue stricken babies in southern cotton mills, he also outlines a plan for the relief of the sufferers. The men and women in the labor movement are patient, courageous and willing to sacrifice.

## Love Of A Lady.



**M**R. CHARLES BANKS strolled along distressingly under the influence of a new suit. He was a timid youth, with a carefully cultivated brazenness, which, however, generally played him false when most needed.

The sight of Miss Gertie Bruce brought tears to his eyes and a vivid coloring to his face, and his feet seem to have conspired to trip him up. When he came face to face with the young lady, he was too confused to raise his hat—a matter over which he was usually very punctilious.

As she smiled on him he abandoned the graceful greeting he had been composing, and said, "Ullo!" in a strangled voice.

"I didn't expect to see you," said Miss Bruce, composedly.

"Jest walking about," announced Mr. Banks, wagging his head in a manner which left him a fine choice of routes.

There was a pause, broken only by the gentleman clearing his throat.

"By yourself?" inquired Miss Bruce, glancing aimlessly over her shoulder.

"Yes," was the answer. "What's the boys up to?" he asked, with an effort at easiness.

"What do you mean?" said the lady, coldly.

"You being alone."

Miss Bruce tossed her head in a manner implying immense disdain for the male sex. Mr. Banks, as sole representative, grew even more abject.

"They ain't much," he agreed humbly.

"There's exceptions," amended the young lady. "I've met one or two nice chaps— years ago."

Her companion had the feeling of being on a mental switchback.

"You may meet some more," he suggested, shutting his mouth, and wondering how long it had been open.

"Hope so," agreed the girl; "but it doesn't look much like it."

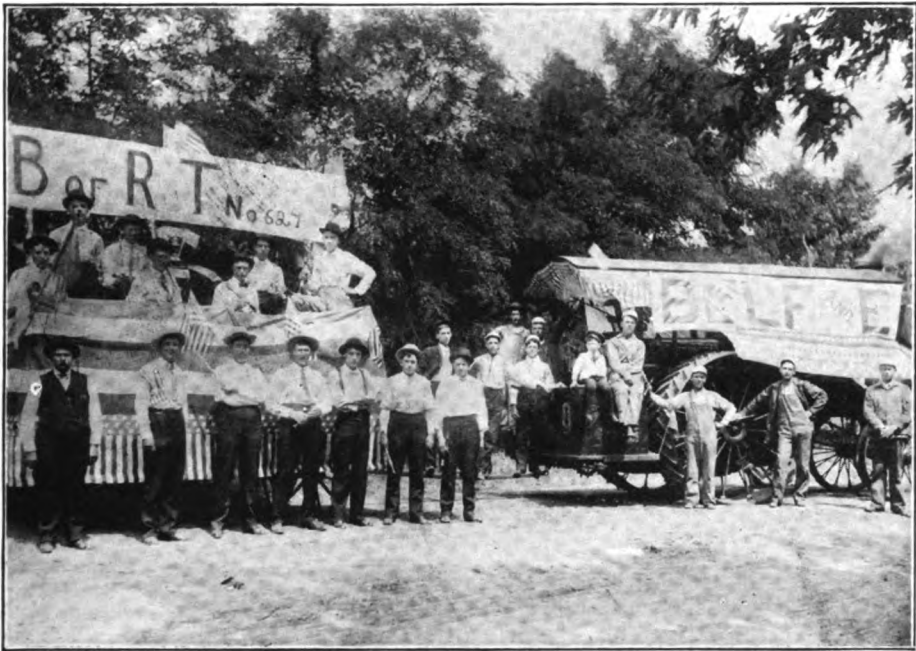
"You may 'ave a surprise," said Mr.

"don't you! I only said it as conversation. not as—as anything else."

"Oh," said the girl, "I thought perhaps you said it as a recitation."

Mr. Banks' mouth twitched, and he had an odd feeling of his eyebrows wandering aimlessly over his forehead. He cleared his throat, and gazed intently up the road.

"Well, go on," said Miss Bruce—"smoke. You've been bragging enough about it."



LODGE No. 627, CONWAY SPRINGS, KANSAS.

The boys of No. 627, B. R. T., participated in the Fourth of July parade in their home city and were highly complimented for their train and engine as well as for their splendid appearance.

Banks, endeavoring to convey a hint of his possibilities.

"I'm sure I hope so," said his companion, with a sigh. "It couldn't but be a pleasant one."

"I'm going to 'ave a smoke," remarked Mr. Banks, seizing an excuse to do something.

"Well, do you want me to form a ring?" asked the girl. "There's a lady friend of mine over there," she went on; "I'll ask her to come and watch you, too."

"'Ere," cried Mr. Banks, in an agony,

Mr. Banks reluctantly took an enormous curved pipe from his pocket and a velvet tobacco pouch with his initials on it.

"A girl gave me this," he said, holding the pouch up to view.

"Why, wouldn't anybody else have it?"

Mr. Banks' pipe prevented his replying. After several matches had blown out, the girl took pity on him.

"Here, let me!" she said.

"Never could light me pipe right off," he muttered.

"Comes easy with practice," remarked the

girl, shielding the match from the wind with her hands, and allowing him to obtain a light.

Mr. Banks took a couple of luxurious pulls, swallowed the smoke, and nearly choked.

"You want to blow the smoke out as soon as you get it in your mouth," taught Miss Bruce, apparently greatly interested in the experiment. "That's the way my brother does. What you ought to have done," she continued, as Mr. Banks made no reply, "was to have started on a cigarette."

"I can smoke," he said indignantly. "I smoked when I was a kid."

"So did I," remarked the girl—"brown paper."

"Seems to me," said Mr. Banks, wishing the smoke would not get in his eyes, "we might 'ave a bit of a walk. It's cold standing still," he added hastily, as the girl looked at him. He gave a weak imitation of a shiver.

"I'm going this way," said Miss Bruce, with a fine carelessness.

They strolled along for some minutes without speaking.

"Ever bin out with a girl before?" inquired Miss Bruce at last.

"Me?" said Mr. Banks, with a crimson face. "Dozens of times."

"Twice with the same girl?" she asked.

"Ow d'you—" Mr. Banks had periods of intelligence. "You don't give a chap a chance."

The girl sniffed disdainfully. Mr. Banks licked his dry lips, and wiped a perspiring hand on his trousers.

"Nice gloves you've got," he ventured, catching her hand tentatively.

The girl eyed him stonily.

"Like the hand inside," he suggested weakly, wondering how long he ought to hold it. To his relief the girl solved the problem by pulling it away.

"You've got a nerve!" she commented.

He began to feel better.

"That's pretty," he went on, touching a locket which hung round her neck.

She stopped accommodatingly for him to examine it.

"Who gave you that?" he demanded jealously.

"Ah, you'd like to know!"

"I bet it was a chap."

The girl nodded, absolving her conscience with the reflection that, after all, her brother was a man.

"Doing anything this afternoon?" he inquired, covering his eagerness with a yawn.

"Not having my diary with me—" commented the girl.

"I was only going to say," said Mr. Banks, "being 'oliday time, we might go to the Fair Ground this afternoon."

"You'd go an' lose me," said the girl provokingly. Then what should I do?"

"I shouldn't lose you," said Mr. Banks, reassuringly. Then enlightened as to the sarcasm by her smile, he grew dignified. "You've only got to say 'No,'" he informed her haughtily.

"But to you," reminded the girl—"oh, I couldn't!"

At her door they shook hands, which formal courtesy somehow evolved into a tug-of-war. This the girl won, owing to her opponent's consciousness of a steely eye in the front room; and, moreover, being harassed by doubts as to the reliability of his information on the etiquette of hat-raising when you took the fruits of victory.

\* \* \*

At the trysting-place after dinner, Mr. Banks' half hopes that she would not keep the appointment gradually grew into fears.

When eventually she arrived on the scene she was accompanied by another young man, whom she formally introduced as her cousin.

"Pleased to see you," said Mr. Banks.

Politeness was his dominant virtue.

"Oh," said the cousin sceptically, "are you?"

It soon became obvious to Mr. Banks that the arrival of this cousin had more than counterbalanced his efforts of the morning.

"Fred's a great athlete," remarked the girl. "Aren't you, Fred?"

"Yes," said Fred.

The simple truthfulness of this reply impressed the girl more than ever. Mr. Banks loosed a philosophic utterance as to the deceptiveness of appearances.

"Boxing!" said Fred, honestly. "Boxing

is my specialty. Never seem to mind pain. I recollect I nearly got me nose broke once."

"Nearly," said Mr. Banks, in surprise—"not quite?"

"What d'you mean?" demanded Fred; while the girl shared his frown.

"Nothing," was the reply. "I was going too much by first impressions. I can see now it's natural."

"I remember," said the cousin, after a stormy pause, directing his remarks to the girl, "once killing a man."

"What sort of man?" asked Mr. Banks.

"Ow'd you mean, what sort of man?" demanded the exasperated hero.

"I mean, had 'e got all 'is arms an' legs?" explained Mr. Banks.

"'E 'ad two of each," snapped the girl's cousin. "Leastways, that's all I see. 'E may 'ave 'ad some more 'id about 'im. Tell you wot, me old chum," he continued, "you're trying to be too funny, that's what you're doing."

Mr. Banks smiled soothingly.

"An' don't you smile at me," he went on, "'cos I won't have it!"

"I'm not," said Mr. Banks, in an injured tone. "What should I want to smile at you for? Where's the sense? You'll be saying next I want to take you out for walks."

Arriving at the Deptford Fair, an entertainment open all the year round, they found the holidays had roused it from its usual condition of dreary somnolence.

The roundabouts were very good, although even the girl said it was almost a shame when she and her cousin had nearly a dozen rides, seated on the same horse, and left Mr. Banks, who was riding in gloomy glory in a carriage by himself, to pay for all three.

Her cousin enjoyed shying for cocoanuts, although he missed three times running. At the seventh effort he gained much applause by hitting the man who gathered the thrown balls. His first idea was to treat the incident as a successful joke, but when the man came up and explained how

he was suffering he expressed sympathy to the extent of a shilling. As Miss Bruce remarked, however, he really didn't deserve it.

At the boxing booth Miss Bruce became wildly excited, and implored her cousin to win the piece of silver by defeating the Pride of Woolwich.

"I should only 'urt 'im," said her cousin, when he refused. "It's 'is livin', an' I don't want to do that."

"Now, gen'l'men, 'ere's yer opportunity. Wotcher say, sir—take 'im on? The Pride of Woolwich—show 'im yer arm, Bob!—never bin beat. 'Ere yu are, sir, you with the gal! Catch!"

Miss Bruce, unused to the ways of the sporting world, was surprised to receive a pair of boxing gloves in her face.

"Come on away!" said her cousin uneasily. "There'll only be a row."

"Go away when he's hit me? Go up and punch him!"

As her cousin began to edge his way out of the crowd, Mr. Banks snatched the gloves from her.

"'Ere, I'll do it!" he gasped.

The crowd greeted his appearance on the platform with a roar of delight, and when the girl followed him into the booth a rush was made after them.

Stripped, Mr. Banks did not cut so sorry a figure as might have been expected, but compared with the Pride of Woolwich, amongst whose obviously numerous faults it was inconceivable to imagine conceit, he made a poor show.

Had our hero been more fortunate in this author, he would doubtless easily have defeated the Pride of Woolwich, but he didn't. He stood up for four rounds against a professional bruiser, who was goaded by the girl's caustic tongue. When he was knocked down he got up again. At the end of four rounds they helped him out of the ring. As the owner of the booth remarked, he hadn't much art, but he had a good 'eart—which, after all, is sometimes better than art. Anyhow, Miss Bruce admires it more.—*Philadelphia Inquirer*.



## Old Age Pensions.

EDWARD EVERETT HALE.

*Charities and The Commons.*



**W**HETHER the great public wishes it or no, the subject of old age pensions must attract and will attract more interest in our several states and in our national legislation than it has done. The necessity for such pensions does not spring simply from any new veneration for old age. It springs directly from that change in methods of manufacture which began when Watt and Bouton's steam engines got well to work, and which has made its way steadily and certainly to this hour.

In the old centuries, wrongly described by Oliver Goldsmith as those "before England's woes began"—the working man chose his own hours for work and his own hours for play. When he passed the line of seventy, for instance, he need not work at the loom, or at the forge, all day if he did not want to. He might work ten minutes a day. He might work an hour a day; he might work five hours a day. "As his strength was, such his day was." But when the hours were set by the men or the laws which directed the central machines, which furnished the power of our manufactures, there was no such elastic independence provided for any workman who had outlived the strength of youth. Simply, the man must "run with the machine" or he cannot run at all.

A somewhat indifferent public has not chosen to recognize this change in the necessary laws of industry. But here is the reason why old men and old women cannot take care of themselves after their physical powers begin to decline as people in the same duties could take care of themselves a hundred years ago.

I have served, oh, I dare not say, on how many committees and commissions whose business it was to find employment for the unemployed. I have read, therefore, with a sort of personal and a sort of pathetic interest the discussions of the feudal nations who try vainly to find out what they shall

do with their unemployed. The short-lived French republic of 1848 employed them in the service of the new government. It was thought that their morals would be improved if in the workshops there were inscriptions which said, "A lazy man is a thief." And it was hoped that if they made tri-colored silks, a grateful nation would buy them. The sleeve linings of our overcoats in America were made of these tri-colored silks for years, because a patriotic government had no other method of forcing them upon a market. From that time to this time, one has to study the discussions of paralyzed leaders in Europe who are trying to find out how to employ the unemployed.

As the American reader knows, the general answer which poor Europe has discovered so far is that the unemployed shall be sent to America. All the more, however, have we to answer the same question here.

As I say, I have served on scores of committees who in one stress or another of crisis or financial depression have had to consider this question.

In America, there is practically one constant question in this discussion. It is what shall the old men and what shall the old women do? The young men and the young women will find their place in a nation which has a square mile of its surface ready for every family of ten people. But what will you do with the man or woman who has sunk below the average line of physical strength?

It would be funny if it were not so painful to see how often the talk in such commissions drifts around to the sending of eggs to market. "They can raise chickens and eggs, you know. Let us colonize them on industrial farms. Let us buy incubators and Plymouth rocks and long legged Shanghais and let them raise eggs for us." After a series of philanthropic endeavors in any sea-board city, one comes round to the feeling that the diet of the next gen-

eration is to be a diet of omelettes, dropped eggs and boiled eggs and chicken "fixings" in general. And such provision is to be furnished by the old men and the old women.

Germany and Denmark are thus far the only European nations whose governments have looked old age in the face and provided for it scientifically. So far as the workman in the great manufacturing establishments is concerned his weekly wages are in those nations regularly charged with a small percentage from which is to be made the provision for his old age. This small percentage is paid regularly into the state treasury which is thus able to pay to this man if he survive, a regular pension after he has passed the old age limit, which is continued till he dies. To speak in business terms, every one employed in one of these factories is compelled to buy an endowment policy payable to him in his old age if he survive.

In this country the superficial writers all turn up their noses at such a provision. For the superficial writers are all ignorant and very few of them care to know anything on the subject of which they write. But in fact the United States instituted this policy more than a hundred years ago for the benefit of sea-faring men. Every seaman regularly employed in the merchant marine has been obliged for more than a century to leave a small fraction of his monthly wages which is paid into the national treasury as that man's contribution to the "marine hospital service." In compensation for this payment every registered seaman of whatever age is cared for by the nation without expense to himself, in hospitals admirably equipped for this purpose. Even if he were completely disabled in early life, if he lived to be a hundred without being able even to raise chickens, Uncle Sam provides for him as well as Uncle Sam knows how. For instance, Uncle Sam maintains a sanatorium for him on the slope of the Rocky Mountains which has no superior in the world. It is in face of an object lesson like this which has succeeded perfectly for more than a hundred years that the superficial writers tell us that it would be impossible to introduce any such system in America.

At the present moment another condition presents itself which materially hinders any general plan for old age pensions for men. In the Civil War, between the years of 1861 and 1865, between one and two million young men served in the United States Army. The soldier who was twenty-one in 1865 is sixty-three now. The country has been liberal to the full in granting pensions to all of these men who in their old age are in need. The old men who have no chance at such pensions are to a considerable extent men who did not care for their country when she needed them. Thus to a certain extent they are not the old men now who ingratiate themselves with their neighbors. I heard the other day a letter from the widow of one of those old men, who said he had never served in the nation's army, but that when the last call was made in 1864 for a new enlistment he had said that if another call was made he had thought he would serve. There are others like him of ages varying from sixty-three to one hundred. But they do not excite the sympathy of their neighbors.

But a moment's thought will show that such instances are simply exceptional. In theory the old age pension does not present itself as a charitable offering. It is presented as a simple business proposition. It offers the best way to do something which in all countries like ours which conform to the Christian principle of the statutes of Queen Elizabeth must be fulfilled somehow. The old age pension, uniform for everybody who is more than seventy years of age, offers what will prove to be the best system for the care of the aged. And it is hardly necessary to say that it will everywhere meet what is and ought to be the eager desire to cherish and maintain the family tie. The English ministry has just now brought forward its system for old age pensions. Mr. Asquith, the chancellor of the exchequer, has a singularly favorable opportunity, and he has bravely met the opportunity by a large plan. He proposes to allow from the national revenue a million pounds a year for the present, expecting that the payments from the local rates will furnish four or five times that amount. The estimate on which the government is acting may be very briefly stated thus: That an

annual pension of five shillings a week or thirteen pounds a year would cost Great Britain twenty-six million pounds annually. That is, that there are about two million people more than sixty-five years old. When it is said, as it sometimes is said, that the demand on some public treasury would be ten million pounds, it is meant that the very aged shall receive more than five shillings a week.

Speaking in round numbers, it is enough to say, that if ten million pounds is sufficient for pensions for all old men and women who are sixty-five and over, six million is enough if the limit of age be seventy years, three million is enough if the limit be at seventy-five years, and one million is enough if it be fixed at eighty years or over.

In making plans for the American states, we have one great advantage, for the states which we used to call the free states. In almost all of these a poll tax, levied upon every man above the age of eighteen is a fixed institution. If this poll tax were two dollars a year, the man of seventy who has paid it since he was eighteen, has paid into the treasury of the state in which he lives one hundred and sixteen dollars. It is not easy to calculate how much this payment would amount to if the sums had been placed at compound interest since the beginning. But anybody can see that the earlier payments have doubled again and again. If the commonwealth of Massachusetts, for instance, had opened an account with John Doe or Richard Roe, in 1849, he would, if he lived, have standing to his credit in 1907, much more than a thousand dollars. And he may live as many years as are assigned him, till he be a hundred if you please, before he will have exhausted this credit. If today he would pay a thousand dollars to any life company it would gladly guarantee him a pension of a hundred dollars a year. In such northern states, therefore, the native-born men can say with entire pride and self-respect that whenever the state orders an annual pension of a hundred dollars to a man over seventy years of age, it simply begins to pay back to him what he has paid to the state since 1849.

It is so easy to show this and probe it that it has seemed to me that the simplest

form of an old age pension would be an act which should provide that whatever poll taxes are collected in the state should be paid at once into the state treasury. From this amount should be paid an annual pension to all men living in the state who have paid a poll tax since they were eighteen, which is the age generally chosen for the beginning of such taxes.

Now, what will you do for the women who are more than seventy? Working on the theory, which is the truth,—that you are spending the poll taxes of the last fifty-two years, you have for the pensions to women all the accumulation of poll taxes of men who have died. Nine-tenths of the whole number who began, and also, of those who have removed to Argentina or Bolivia, or Cuba,—or anywhere else in the alphabet, outside their own country, that is to say, with old women or with old men you are in good faith able to say,—we are not treating you as paupers; the state is returning to you at a period when you need it most, the money which you yourselves, or your husbands or fathers or brothers, have been paying to the state.

The German old age pension, as I have said, reserves a small fraction of the weekly wages of each workman as a fund for his old age pension. But our system would be simpler if we took from each man his poll tax at two dollars a year and paid one hundred dollars a year to each survivor, man or woman, who had passed the limit of seventy years. The success of the old age pension in New South Wales and New Zealand and Victoria and other Australian colonies gives great encouragement to the advocates of old age pensions in older states.

As I have implied already, at this moment such a system becomes simpler and easier in America because so many of the survivors of the Civil War are already receiving pensions from the general government or from state governments. It would be perfectly fair to exclude such pensionaries, who receive one hundred dollars annually or more, from the calendar of persons more than seventy years of age who should receive the general old age pension. The accidental existence of so large

an exempt class would make it easier to initiate the new system in the northern states.

And here, as in everything else, it is only the first step which costs. If the whole project were to be discussed and decided by conventions of the keepers of almshouses, poorhouses, or public "country houses" of whatever name,—there is no doubt of their verdict. In my experience of more than half a century, I have not found three men and women entrusted with such duty who belong to the type ridiculed by generations, by Mr. Dickens in *Oliver Twist*. On the other hand, I have found them, I think without exception, men and women who were gentle, with sincere sympathy and pity for the older members of their households. Such old men and old women are not in an almshouse,—no not

in nineteen cases out of twenty, because their relatives are cruel or unkind. Now let it be once understood that the old man or the old woman has twenty-five dollars paid to him by the state authorities once a quarter and you will hear no more of their being sent to an "institution." Home is the institution for such people. The care of their grandsons and granddaughters is their providential occupation. "To shoulder the crutch and show how fields were won," is their providential duty. Or to call around them the boys or girls and tell them the stories of Cinderella and of Jack the Giant Killer. That is to say, the old home is the place for them. And no one understands this better than the men and women, the keepers of almshouses who though they do their best cannot make a home out of a public "institution."

## The Power Of Union Through Organization.



WORKINGMEN organize for individual advancement and mutual help. By associating together they protect their individual rights and promote their collective welfare. Left alone, each to struggle for himself against the brutality of the labor market, the tendency of wages would be ever downward. To partly make up for the shortage in pay which would be the inevitable consequence the hours of labor would be greatly increased in order to satisfy the greedy. Thus with more work per day and less wages the number of unemployed would continually increase and the ever expanding cycle of lower conditions would find no limit.

In this way the public welfare would be impaired by lessening the home market and domestic consumption of the necessities of life. In such unhealthy competition both the inferior and superior workmen alike suffer. The merciless and cruel rule of competition among employers on jobs or contracts leads them to seek the cheapest labor at the longest hours of toil.

But how stands it with unorganized

labor? Beggarly, with hat in hand, it seeks the privilege to toil. With bent shoulders and submissive head, humble and plain, it oftentimes sinks its manhood for the sake of a job. When at work each strives to outstrip the other to keep favor with the boss. Some grow so menial under such depraved conditions that they become toadies and lickspittles and play the "sucker" act with the boss.

With the organization of labor, however, the scene changes. Manhood is asserted; the weak are upheld by the strong. The individual workman is no longer left alone to make his own bargain with the employer or contractor under depressing disadvantages. By organizing with his fellows in a union of his trade collective bargaining for the mutual good becomes the rule. Then the boss can no longer say, "Take what I give you or you can go!"

Workmen in a union have the power, when conservatively and discreetly used, to make joint agreements with their employers and avoid strikes, lockouts and all unpleasant feeling. That such is not the case is largely the fault of the men who remain



outside of a union, who hamper the union's efforts and trust to their own insignificant personality or meretricious chance to pull them through. This latter class invariably are aids and abettors to Parry, the Citizens' Association, the Anti-boycott Association and the other organizations of employers who masquerade as upholders of "individual liberty" and are the industrial de-bauchees of the workers.

In these days of gigantic industrial strides with machinery, electricity and other labor saving forces, with combination of moneyed men and trusts, with the machinery of law and the subtle influences of manifold political corruption in varied forms, the workman who travels in the old stagecoach of individualism is certainly an indecipherable back number.

We organize trades unions for a higher manhood, for protection of the lowly and the humble, for better homes and longer and happier lives, for the possession of the full fruits of our toil and against all forms of industrial robbery, social injustice and political despotism.

The trades unions are far from perfect, but they are an agency for good, ever eager and more eager to attain perfection. In some cases they have undoubtedly made lamentable mistakes. They have at times entered into hasty and heedless strikes, but with age and discipline they enter into fewer strikes. Again, occasionally they have indulged in sympathetic strikes. So did France when it took the side of our infant republic against the British government; so did the northern states when they took up arms against the south for the freedom of the slaves.

Where the workers are well organized and dealt with collectively by fair trade agreement honorably respected, sympathetic strikes have no place.

In the past the trades unions were ephemeral, formed for the time being in a shop or a locality to ask more pay or strike in good times or to resist a reduction in wages in hard times. From that in time they expanded to national proportions and finally into a gigantic power, such as the American Federation of Labor. They are not autocratic nor obedient to any one man power. Their officers are elected by the majority. The membership has the power to remove any officer who exceeds his authority or who is not suitable. In this they exercise the purest form of democracy. Though at first ridiculed, misunderstood and opposed, they are rapidly gaining in public favor, educating the public press, winning the pulpit and coarting the help of the thoughtful and the humane.

At present the trades unions are in their primary growth, in some cases crude and eager for conflict. With time and patience they will become more powerful, more cautious, better disciplined and command still greater respect. With high dues and well filled treasuries they can take care of their sick and disabled members; they can have their funeral benefits and other forms of cheap mutual insurance under their own control.

For these practical things we organize, and those who remain outside of our ranks stand in their own light and act as a clog on all of our worthy endeavors.—*P. J. McGuire in American Federationist.*



## Why The Small Investor Loses.

By Charles G. Dawes, Ex-Comptroller of the Currency.  
Copyright 1907—*The Saturday Evening Post.*



IT IS little wonder, with the present growth of values in the country and the rapid increase in wealth, that the man with the small savings account feels like using it to secure for himself a greater participation in the prevailing prosperity than that afforded by three per cent interest. That there is now widely prevalent among our people of moderate means a mania for the investment of small sums in hazardous and fraudulent enterprises is unquestioned. The purpose of this article is to warn prospective small investors against the "get-rich-quick" plans with which they are beset.

I believe that in the vast majority of cases moderate sums of money cannot be invested safely so as to bring in more than a reasonable interest return and should not be invested in response to spacious newspaper advertisements. The small investor generally overlooks the advantages which the capitalist has as compared with himself.

In the first place, the capitalist, in making an investment, is generally in the position of being desirous of buying from others. The small investor is in a position where others are desirous of selling to him. The capitalist buys where he can buy cheap, whether the seller is making a profit or not.

The small investor in answering a published invitation to buy is always paying a profit to the seller. One should remember when he is reading a newspaper advertisement of stocks that he is being asked by a stranger to buy something at the stranger's price.

There is no reason why the stranger should offer him an exceptional bargain. Exceptional bargains in these days of prosperity do not, as a rule, go begging. The capitalist, if he buys at a profit to others, generally knows what that profit is and measures it in its relation to the profit which he hopes to realize on the purchase.

The small investor generally never knows what the profit of the seller is. Where the seller fixes his own profit, it is almost always larger, other things being equal, than the amount of profit which results from negotiation. In the majority of proffers of mining and plantation stock through newspapers, the man who buys is paying a profit fixed by the seller for his own benefit. Large capital makes a preliminary investigation at its own expense. The small investor either acts upon no investigation, or upon an investigation paid for by the seller. Large capital negotiates for a price with the true value in mind. The small investor generally buys without knowledge of the real value.

What chance has the small investor? You know nothing from the advertisement as to whether the promoters are men of past business success. Many men who are known business failures in their own communities are often long distance millionaires. Often they are broken plungers whose brief success was widely chronicled, but whose gradual business relapse has naturally not been heralded.

Do not put too much faith in what names seem to mean. Find out, by inquiry from some one who knows, just what they do mean. If you have no way of finding out the character and past business record of the men, do not invest.

A banker in one of our great city banks once asked a man to invest some of his personal funds in his own business. The latter had a business which, though very successful, was not one of great magnitude. He had never had any business relations with the banker or his bank. Naturally surprised, the business man asked the banker why he selected him and his business, in view of his close relations to the great business leaders of the city. The banker replied:

"Because you are successful, and it is *your* business. I am almost daily asked by

businessmen to join them in outside ventures, but they won't take my money in their own business. When I join a coterie of men in an outside investment, as an almost invariable rule we all lose; and yet every one of us may be a success in our own business. I have had so many experiences of this sort that if even Marshall Field should have asked me to join him in a manufacturing business or a mining venture, I should have declined. But if he had said: 'Put some of your money into my business,' I would have given him all I had. Now men, when they are far along in business, do not want, as a rule, to take outside money in such form as to largely share the results of their work with others. Naturally, if they need money, they borrow it and pay interest on it without sharing profits beyond that extent."

There is a deal of philosophy in this banker's statement. A coterie of business men who "take a flyer," as they call it, can generally afford to lose, and they generally do.

Out of all this let us deduce a rule. Try to invest your money with successful business men in the business in which they have succeeded.

In reading a newspaper advertisement of stocks, do so always with a skeptical spirit, just as you would regard a strange individual who would call at your house claiming to be able to sell something at less than its real value. If you see something in the advertisement which tempts you to invest, you will, unless you are a fool, investigate the advertised proposition as you would the proposition made by a stranger. These are some of the proper questions upon which your mind should be made clear: Who are you, who offer the stock? As you ask me to regard your representations as trustworthy, refer me to those of whom I know, who will vouch for your character and trustworthiness. As you are offering me stock in a company, please tell me in percentages how the stock is allotted. What per cent of the total stock has gone to the people who formerly owned the property bought by the corporation? What per cent of the stock represents good-will? What per cent of the stock is sold for cash like that you propose to sell me? To whom

does the cash go—to the company's treasury, or to buy stock already issued for good-will to others? What is the relation of the cash cost or selling value of the property of the company to the amount of its stock issues? Has it ample working capital? What is its indebtedness? Are its titles or patents in dispute? What are the salaries of its officers?

Now these questions would be only some of the preliminary questions which the experienced investor would ask before taking up the equally important ones relative to the nature, condition and prospects of the business itself. How much of this kind of information have you, who, after reading the flamboyant advertisement in the paper, fill in for a few dollars the coupon application for mining or plantation stock printed in the margin of the advertisement? Poor fool, the man who follows off a bunco-steerer is more excusable than you. He has at least had the opportunity of passing a hasty judgment upon the personal appearance of the scoundrel who is after his money. You are simply biting on a hook with the bait half off, without even seeing whether the fisherman looks benevolent. How chary is the fool of displaying his folly?

These are the days when the bankers listen to the confidences of the unfortunates who have been buying stocks on "straight tips" and who bring in their remaining sound collaterals to borrow enough to pay up their losses with the brokers. How quiet they are—these same men who were telling a few months ago how they bought this or that stock upon which their judgment had been vindicated by this or that profit. We hear of the successes; but of the failures which outnumber them, we seldom hear except when stern necessity reveals them. But our sympathies are not so much excited by this class of fools.

I know of a poor scrubwoman who invested five dollars in one share of doubtful mining stock in answer to a newspaper advertisement. The secretary who opened the mail in which that letter was received, if he was honest, must have felt like reaching for his employer's sneaking face with a strong right arm and a doubled fist.

Bloodsuckers, scoundrels—these names

sound too mild for such men. Before the eyes of an honest and experienced business man they would cringe and whine like egg-sucking dogs caught in the act.

How far away seem the days of the millennium when we see such men parading as the friends of the poor and at the same time offering to sell them speculative stocks.

And what is the result? Led like sheep to the slaughter, a long procession of the misguided poor are parting with the savings which have been made possible by the most magnificent season of prosperity the nation has ever known. Many a poor wretch, drawing his savings-bank account now in the hope of getting rich quick, will, in the coming years of industrial depression, wander the streets of our cities without work and without bread. God give us common-sense.

This is a hard world in business. It always has been, and always will be. There

are many good and generous men in it. There are many who will lend a helping hand to you in your adversity, but in the time of need you will not find them among the men who tried to get you to embark in speculation with your little surplus and to sell you something which would help you to "easy money."

Be self-reliant. Make your own investigation in investments. When you cannot, put your money in a good savings-bank. Distrust the financial demagogue as you distrust the political demagogue. Keep your hand on your pocketbook as you travel through life—first, to give always in proportion to your means to those who are poorer; second, to hold from those who would take through force or fraud what you need for yourself and yours. You will then have your hand where most of the other fellows have only their eyes. In this alone you will have the advantage of them.

## Little Toilers In Mill And Shop.

**T**HE figures and facts are based on statistics of 1900, which relate to the employment of children as bread winners, of whom 1,750,000, in round numbers, between the ages of ten and fifteen, were so employed. Bread winners are defined as those earning money regularly by labor, contributing to the family support, or appreciably assisting in mechanical or agricultural industry.

Agricultural labor claimed by far the larger portion of child labor, the number of children ten to fifteen years old so employed being 1,054,446, or about two-thirds of the total number of child bread winners, most of them being members of farmers' families.

Next in extent comes domestic services, or the occupations of servants and waiters or waitresses, in which 138,065 children were employed, most of them being girls.

About one-third of the children employed in gainful occupations were fifteen years of age, and more than half were fourteen, or

fifteen years old. The number under fourteen was 790,623, or 45.2 per cent of the total.

Of the total number of children bread winners ten to fifteen years of age 72.2 per cent were boys and 27.8 per cent girls.

Almost invariably the percentage of bread winners is much greater among foreign-born children than among native-born children. The percentage of bread winners among negro children is much higher than among white children.

The cotton mills furnish employment to children to a greater extent than any other manufacturing or mechanical industry. In 1900 the number of cotton mill operatives ten to fifteen years of age was 44,427.

Of the 71,622 messengers and errand and office boys in the United States 62 per cent were district and telegraph messengers and errand boys, 23.3 per cent were office boys and 14.7 per cent were bundle and cash boys or girls. Nine-tenths of the children employed in such service are boys.

The occupation of the textile worker, or

the needle trades furnish employment to 35,070 children between ten and fifteen years of age, of whom 5,136 were boys and 29,934 were girls. The total number of children ten to fifteen years of age engaged in the tobacco and cigar factories was 11,462.

Of the 49,998 glass workers reported in 1900, 5,365 or 10.7 per cent, were from ten to fifteen years old.

Of the 23,657 children for whom statistics were specially compiled 17,956, or 75.9 per cent, were living in homes with their parents; 3,380, representing 14.3 per cent, or approximately one-seventh of the total, were living with widowed mothers, and 578, or 2.4 per cent, with mothers who were living apart from their husbands and whose economic position was therefore likely to be analagous to that of the widow. The number of children that were either fatherless or not living with their fathers was 4,943, about one-fifth of the total number.

The percentage of school children in the total population, five to nine years of age, enumerated in the United States was 53.3, which is only a little higher than the percentage (50.6) shown for the selected families included in this study. Of the number of children ten to fourteen years of age in these families only 31.9 per cent were at school, while the corresponding

percentage for the total number of children of that age in the United States was 79.8.

But after these children reach the age at which the opportunity for employment as wage earners begins their school attendance suffers. In the families with child bread winners schooling rarely extends beyond the age of thirteen. Of the children fourteen years of age 97.4 per cent were employed and only 1.6 per cent were at school.

Of the total number of children ten to fourteen years of age in the United States 7.1 per cent were illiterate, as compared with 18.8 per cent of the child bread winners of the same age included in this tabulation. For the messengers and errand and office boys the per cent of illiteracy is comparatively small.

By far the greatest degree of illiteracy is that shown for the children in the cotton mills. In the South almost half of the cotton mill operatives ten to fourteen years of age are illiterate and about one-fourth of these fifteen to twenty years old. The smaller percentage in the older group of operatives would indicate that a good many of these children learn to read and write after they are ten years of age. But the percentage of illiteracy in the older group is still very high, rendering it probable that large numbers of these children are destined to remain illiterate for the rest of their lives.—*Exchange*.

## On The Train.

BY E. ELIZABETH BOYLE O'REILLY.

Little brooks of running song over pebbles flow.  
I'm returning to my Love, swift! oh swifter go!  
Chill the winter, yet I feel spring in every breath.  
Hark! the runlets headlong reel! Springtime looseneth  
All the streamlets, tumbling, mad, rushing down the hills,  
Buoyant, gurgling, rippling, glad—harken to the rills!  
Scatter, gather, onward press, faster, wilder glee!  
Frolic, flashing, gleaming stress, on to join the sea!

Little brooks of running song over pebbles flow.  
I'm returning to my Love, swift! oh swifter go!  
Joyous, eager, trembling sheer, breathless back I come.  
Patience! but an hou' so near, bear the fret and hum!  
Are you waiting? Are you sad I've been absent long?  
All my heart is singing glad, little brooks of song.

Milton, Mass.

--The Independent.

# THE FIRESIDE

This Department is open to all women friends of the Brotherhood.

## French Women's Wages.

Monsieur Benoist affirms that there are a great number of working girls in Paris who earn less than fifty cents a day, and who live on this without asking help from any one. To be sure, these are the more unfortunate members, and there are skilled workers in the sewing room who earn as much as eighty cents a day; but it is the humblest among the humble who are the most interesting.

It will be protested, no doubt, that there is the same difference between wages and expenses in America as in France, and that therefore the proportions remaining the same, the situation does not alter. This I can with some authority contradict, for the opinion of men like M. Jules Siegfried, who have studied the wage question in both countries, confirms what chanced to be my own personal experience: the laborer in America makes double what he does in France, and spends only a fraction more. In my debut as a factory girl I never was offered less than seventy-five cents a day, or \$4.50 a week, for unskilled work. I never paid more than \$3 a week for board, lodgings, heat, light and washing. This left a balance of \$1.50 a week for clothes, carfare, "pin money" and savings, at the very outset, and after a week or ten days' practice I was able to earn regularly \$6 to \$6.50 a week. The skilled "hands" in the mills where I worked gained on piece-work an average of \$10 a week.

What, indeed, we must ask ourselves can be the consolation of a girl of eighteen—perhaps even younger—alone in Paris, starting at a salary of fifty cents a day, with little hope of gaining more? Those whose horizon is hemmed in by the narrow confines of the material world will find no temptations to speculate regarding the inward joys of a poor creature who subsists on thirteen cents a day! Those, on the other hand, who do not live by bread alone, will understand. First of all, there is the moral satisfaction of sufficing honestly to oneself, without making upon others demands which they might find it difficult to meet, or without taking from any one what might have to be repaid at a cost too dear. Then there is the great consolation—or torment, as the case may be—at all events, the absorbing, masterful, distracting pre-occupation, love! Without the wings of Cupid to lift her into the clouds, the little *ouvriere's* burden would crush her too heavily to earth.—Mrs. John Van Vorst, in *Lippincott's*.

## Pioneer Lodge No. 238.

After just reading the August number of the RAILROAD TRAINMEN'S JOURNAL I wish to say that I found some very interesting reading in it. I think the JOURNAL worthy of a still wider circulation than it is now credited with having. Let the boys get out and hustle and see what they can do in regard to getting the JOURNAL among the business men and their employees, and show them what you are doing.

Your JOURNAL is a publication of which you should feel proud. It is certainly an able and fearless exponent of your organization. Your editor is conservative in his attitude on all public questions, but nevertheless firm in his devotion to your interests. He also raises the JOURNAL to a high plane of usefulness and authority in its chosen field.

I always anxiously await the visit of the JOURNAL with pleasure, and I am particularly glad of the opportunity to speak for it.

When we stop and think of the vast amount of knowledge, of the different railroads, that is obtained through this little book, it is no wonder we find it in the homes and before the reading public. The JOURNAL always contains many different departments which cannot fail to be of interest somehow to one and all. You will find it is bringing to light a great amount of valuable information, from obscure but reliable sources, all of which meets the matter of fact present with greater interest, for who does not find in its columns an incentive to more study and a fuller appreciation of the things of today.

So let all the brothers see that the subscription list of the JOURNAL is increased.

Advance a good cause and give this matter your earnest consideration. With the subscription price at \$1.00 a year it can be made to invade the homes of hundreds of people, where now it is a stranger. Just stamp the idea in your memory, that you are going to work for the interest of the JOURNAL.

We all trust more or less to our memory, because we have such confidence in it. To remember anything, you must first place a decided interest in the object to be attended to, and let that object be the TRAINMEN'S JOURNAL. Memory discussed from a psychological standpoint is to be looked at from its sentimental side, then you will find treasured memories hidden deep within their inmost heart.

Life necessitates many changes, and many

times we are taken from scenes of pleasure to those of sorrow. Thus, through the mist of years, we find ourselves looking back upon our treasured memories, which bring us genuine pleasure.

Mrs. JAMES KENDRICK.

### The Conductor.

The man who merits most our praise, and yet receives our blame;  
The man whose name is never found upon the walls of Fame;  
The man whose richest banquet comes from out his dinner pail—  
The cool, courageous leader of the army of the rail.

At the time when danger threatens, the conductor takes command,  
And the trouble quickly lessens at the touch of his firm hand.  
And carefully he guards the train, and watches night and day,  
Till they pull in at the terminal, and put the train away.

At the brake and at the throttle we find brave and skillful men,  
But no more brave and skillful than the "boys" who "push the pen."  
The conductor knows the train is in his care, and does his best  
To bring the men in safety to their much-needed rest.

Speeding over rushing rivers, over mountain, over plain,  
The conductor guards the interests of crew and track and train.  
Tho' the wheels move swift or slowly, and tho' long or short the run,  
The conductor watches carefully until the trip is done.

Here's a health to the conductor! May his life be long and sweet,  
And in all his many battles, may he never know defeat.  
We'll not forget the engineer, for he is tried and true,  
But ne'er will we forget to say "God bless the conductor, too."

LYDIA M. DUNHAM.

Lehigh Tannery, Pa.

### What Of The Night.

Watchman, what of the night?  
The sun drops red on the hill,  
And the dark draws near apace,  
And the night winds wreaks its will.  
And I—I have run my race,  
I have fought my latest fight.  
Watchman, what of the night?

Watchman, what of the night?  
Is it fraught with many a fear,  
Is it silent and dark and cold?  
Is there never a comrade near,  
And never a hand to hold,  
Nor promise at last of light?  
Watchman, what of the night?

Watchman, what of the night?  
I have fought and fallen and lost,  
I have fought and striven and gained,  
And which at the heavier cost?  
But a whisper still remained  
Of an unrevealed delight—  
Watchman, what of the night?

Watchman, what of the night?  
Nay, is there aught to tell?  
Can it prove more strange than this?  
If I wake, why, it is well,  
If I sleep, why, well it is.  
So there come no dreams to fright—  
Watchman, what of the night?  
—By Elizabeth C. Cardozo, in *The Independent*.

### Statement Of Claims.

PORT HURON, MICH., Aug. 1, 1907.

|   |              |
|---|--------------|
| Previously paid .....                             | \$294,165.58 |
| Paid Since Last Report.                           |              |
| 732 Mary E. Devine, Gdn., Chillicothe, Ohio ..... | \$ 500.00    |
| Total .....                                       | \$294,665.58 |

Died Since Last Report.

Irora Ivey, of Lodge No. 206, died June 28, 1907.  
Jennie Watson, of Lodge No. 332, died July 3, 1907.  
Litta L. Gay, of Lodge No. 325, died July 7, 1907.  
Lillian Predeaux, of Lodge No. 294, died July 7, 1907.  
Rose Tees, of Lodge No. 283, died July 12, 1907.  
Addie L. Harper, of Lodge No. 329, died July 4, 1907.  
Elizabeth Powers, of Lodge No. 110, died July 13, 1907.  
Sarah Hayes, of Lodge No. 128, died July 20, 1907.  
Alice Bowen, of Lodge No. 80, died July 15, 1907.  
Sarah C. Schamel, of Lodge No. 178, died July 19, 1907.  
Margaret Hinkel, of Lodge No. 172, died July 21, 1907.  
Rose McCabe, of Lodge No. 138, died July 27, 1907.  
Beulah Baker, of Lodge No. 370, died July 31, 1907.

AMY A. DOWNING,  
G. S. & T.

# TRAIN RULES AND KINDRED SUBJECTS

Send all inquiries to H. A. Dalby, Naugatuck, Conn.

## A. B. C. Rules On The Northern Pacific.

At the recent convention of the Train Dispatchers' Association at Boston some time was devoted to the consideration of the above rules, which are of interest to all concerned in the movement of trains on single track. They were arranged by the superintendent and dispatchers of the main line division having headquarters at Spokane and are in use on certain districts handling a very heavy traffic. It was found that the ordinary method of handling trains by train orders was entirely insufficient and a more speedy way seemed a necessity. These rules comprise the telegraph system, by which the operators protect a train in both directions when it has entered the block, and, in addition to this, no train can leave a station without authority from the dispatcher and the possession of a block card. Ordinarily there are no train orders issued. Trains have no so-called "rights," there being no superiority of one train over another. On the time table there are no trains represented except passenger trains and these are only for advertising purposes and to make known the fact that a passenger train may be expected at a certain time. Passenger trains are not "superior" in a train rule sense. A train obtaining a block card is given authority to run to the next telegraph office, and there it must receive similar authority before it can proceed farther.

The station train order signal is especially adapted for this system. There is a semaphore signal for trains in each direction and the arm is capable of three positions. There are different colored lights

for night signals to correspond with each position of the blade. The indications are these: Arm horizontal with red light by night, Stop; block not clear: Arm raised to an angle of 45 or more degrees above the horizontal with yellow light by night, Take siding. Arm dropped to an inclined position with green light, Proceed; block clear. It will be observed that two of these positions correspond to the ordinary "stop" and "proceed" signals, while the upward inclination corresponds to a "caution" signal. The night colors are according to the latest and best signal practice, in which white is not used. If a white light is displayed at any time in a fixed signal it is an indication that something is wrong and is equivalent to a "stop" signal.

At stations where there is not a clear view of the signal for a reasonable distance, distant signals are used to indicate the position of the home signal (the regular block or train order signal). The distant signal gives but two indications; inclined downward with green light if the home signal is clear and inclined upward with yellow light if it is in either of the other positions.

To illustrate the manner in which trains are moved by this system let us suppose a train is ready to leave its initial station, A. The operator asks permission of the dispatcher to clear the train. If it is proper to give this permission the dispatcher authorizes the operator to issue a block card, giving it a number the same as he would number a train order. The dispatcher



keeps a train sheet in the usual way except that when he authorizes a block card, as above described, he marks the number of the card in a place provided for the purpose on the sheet. He can then tell at a glance whether or not he has authorized the movement of the train from that station. After the operator has received permission to clear the train, he immediately communicates with the operator at station B, obtaining his consent and co-operation, the latter pledging himself to hold all trains in the opposite direction until the train in question has arrived. If by any chance the dispatcher and the operator at A have overlooked the fact that there is a train already in the block (which is extremely improbable) there remains the necessity for the consent of the operator at B before the train can leave A. Thus it requires the united action of three men in order that a train may proceed.

The conductor and engineman each receive a copy of the block card and they then have permission to run only to the next telegraph office. They have, however, absolute right of track with no meeting points to remember, no time orders to keep in mind, no superior trains to look out for, nothing to do but run to the next station.

By this method the dispatcher can keep close watch of trains, and as his instructions to operators may be given in a few seconds, he has time to plan for meeting points, which is sometimes impossible under the present method in which long and cumbersome train orders must be handled. The matter of handling extras, with its great danger of failure to make all necessary meeting points, is settled once and for all. An extra, instead of running regardless of other extras until it gets orders to the contrary, runs only to the next station and must there get permission to go farther, a complete reversal of present practice. In starting an express train over the district the dispatcher is not required to give it a half dozen or more orders to meet other trains, to wait, run late, etc., as is now the case, only to find later that the orders should have been different, but, instead, he need arrange for no meeting points until

he can see just where they should be made. He has, in a general way, complete control of trains and to authorize a move requires no more effort than to move a piece on a chess board. The necessity for giving orders a long time before they are to be executed is done away with, an element in train dispatching which has proven a fruitful source of oversight to those on the train and the cause of changed orders, with all their delay and disappointment to the dispatcher.

This, in brief, is the general plan of the "A. B. C." system. If it were adopted on a road having adequate equipment so that it could be carried out according to these simple principles it would seem that the climax in single track movement would be reached. Such equipment would include, so it would seem, an operator on duty at all times at each passing siding, sidings to be on the "lap" principle or something equally good and to be arranged so as to facilitate meeting points to the highest degree. It would also include the matter of freight train tonnage, making trains light enough so they could maintain reasonable speed over the division, thereby enabling the dispatcher to make close calculation as to how much time will be consumed over a given distance. This is the foundation of good dispatching in any system and it is especially true in this for the reason that meeting points between passenger and freight trains must be positive, there being no time orders issued.

Under present conditions the above general principles are necessarily modified so that the system may accommodate itself to limited facilities. There are a number of sidings at which there is no telegraph office and when trains are to meet at one of these points the block card issued to each train at the last telegraph office must contain the exception that a certain train is to be met at such intermediate siding. Conductors and enginemen are instructed to examine the block card closely to see what exceptions it may contain. This is, of course, absolutely necessary, but the system would appear much nearer perfection if such exceptions could be omitted by abolishing all blind sidings. Other exceptions are permitted on certain portions of

the road and between certain trains where a train may follow another into the block. The dispatcher keeps a complete record on his sheet of all movements authorized, including exceptions, so that there is no necessity for anything corresponding to a train order book. The train sheet shows plainly and comprehensively all information of this kind. Each operator also keeps a similar record on a sheet provided for the purpose in his office.

Provision is also made in the rules for work trains, the authority to work being given by block cards as in the case of trains passing over the road. They may be instructed to protect against certain trains or to be clear at a certain time, as with the usual method, these things being in the form of "exceptions."

An important feature of the equipment of the road is telephone communication from each intermediate siding to the telegraph office on each side of it by means of which the conductor of a train may obtain orders for himself should it become necessary. It is also used by the conductor of a train waiting to be passed to notify the operator in the rear that his train is clear and to obtain permission from the operator in advance when the block is clear so he can proceed. When intermediate sidings are a necessity the telephone does much toward facilitating train movements.

In case of wire trouble so that instructions cannot be obtained from the dispatcher operators are authorized to move trains by arranging between themselves providing they have no positive instructions to hold the train desiring to be moved. Should there be complete wire failure there would, of course, be no means of proceeding except under protection of a flag, but this possibility is remote and probably complete failure would extend but a short distance. Such possibility has but little weight as against the many advantages of the system. It has been put to severe test on an exceedingly heavy division and has thus far proven all that was hoped for it. Possibly some of our readers can give more information about the "A. B. C." rules. If so, that is what this department is for.

## QUESTIONS.

186.—"If an extra with running orders from A to Z has a meet order at X with train No. 32, and the extra proceeds to W, which is a non-telegraph station, and there finds 1st No. 32, which informs the extra that they flagged from X to W, can the extra proceed to X against 2nd 32 on the order that it has to meet No. 32 at X?"—A. M.

ANSWER.—There might be a question whether 2nd 32 had the order and if it did not it certainly would not be proper for the extra to leave W until it arrived. As we have frequently said, a condition of this kind is not strictly in accord with the intention of the rules for the reason that Rule 206 gives us clearly to understand that each train should be individually named in a train order. Of course Rule 218 says that when a train is mentioned by its schedule number alone all sections on that schedule are included, but we think the provision was never meant to authorize the use of the words, "No. 32," for instance, to cover a number of sections when it is known that there are such. If the dispatcher supposed that there was to be but one train on schedule No. 32 and gave an order such as is referred to it would not be surprising if he sent only enough copies for one train. If it were decided afterward to run two sections it might easily happen that the second section did not receive the order. We consider the order outside of the usual procedure and think you should ask for instructions from your superior officer. If he considers that Rule 218 authorizes the extra to proceed to the meeting point against the second section he is in a position to make a ruling to that effect. Unless orders are issued strictly according to the express intention of the rules we do not feel warranted in offering an explanation of them.

187.—"No. 67, a local train, gets the following order at Excelsior: 'No. 67 and extra 95 west will meet at Excelsior and No. 67 will take siding.' Before getting complete on the order the extra collides with No. 67 at the east end on the main track. Who was responsible? I claim extra 95 and the dispatcher are to blame

as the extra should not get the order until No. 67 had received it."—J. M. P.

ANSWER.—Such cases are usually provided for by adding to the order the words, "No. 67 gets this order at Excelsior." The extra should then understand to approach the station carefully expecting to find the main track occupied. It would be well for the inferior train, however, to always approach such a meeting point with care, for the reason that the rule with regard to the siding is reversed by the order and there is always the possibility of misunderstanding or oversight on the part of the other train. Both being freight trains this could probably be done with but little loss of time.

188.—"We operate under Standard Code train order rules and forms. Eastward trains are superior under the time-table note. All trains mentioned are assumed to be of the same class. No. 2 runs from A to H in the superior direction, eastward. No. 1 runs from H to A in the inferior direction, westward. Order No. 1 reads: 'No. 1 will meet No. 2 at B.' Order No. 2 reads, 'No. 1 will meet 1st No. 2 at C instead of B.' Are the orders correct under Standard Code? What action should the trains concerned take? I think that Order No. 1 is not superseded by order No. 2 on the grounds that train No. 2 mentioned in order No. 1 includes all sections of train No. 2, assuming that sections exist, and order No. 2 makes mention of but one section of train No. 2. I consider the order improper and contend that had the dispatcher found it necessary to give train No. 1 orders to meet the sections of train No. 2 at another point or points, after the issue of order No. 1, which made no mention of sections of No. 2, that the change should have been made by annulling order No. 1 and then making the meets where desired."—L. S. V.

ANSWER.—There is nothing absolutely contrary to the rules in the orders as quoted, but our opinion is that a method such as you suggest would be more logical and preferable in every way. We have expressed this before and have urged dispatchers to annul the original order and

issue a new one, mentioning the individual sections. We consider this in harmony with the requirements of Rule 206 which states that "regular trains will be designated in train orders by their numbers, as 'No. 10' or '2nd No. 10.'"

189.—"I am on work extra 793 and get the following order: 'Work extra engine 793 will work from 1:30 p. m. until 4:10 p. m. between A and C and will meet No. 175 engine 746 at B.' I am doing work between B and C coming to A when done work. The question is, when could 175 leave B."—G. B. K.

ANSWER.—Unless there are some conditions which are not described in the question it seems plain that No. 175 could leave B when it saw work extra 793 at that station. It should, of course, be careful to see that the whole train was there, including the markers, to indicate the rear end.

190.—"Engines 1 and 2 get an order to work extra between A and B and protect against each other from 6 a. m. to 7 p. m. Engine 1 arrives at B and has some work to do between B and C and gets work order to work extra 2 p. m. to 7:30 p. m. between B and C. At 6 p. m. Engine 1 arrives at B ready to go back to A, but the engineer would not go on the old order, claiming it had been superseded by the second order. Was he right or not? The first order was not annulled."—C. W. D.

ANSWER.—Orders are in effect until fulfilled, superseded or annulled. The first work order was not affected in either of these ways. The only way an order can be superseded is by the use of the words "instead of" or by some special form of supersedure as, for instance, when a train receives orders to display signals and then another to take them down. Two work orders on different territory do not conflict and may both be in effect at the same time.

There have been a few officers who have made a ruling in accordance with the understanding of this engineer and while they have a perfect right to do this and instruct their men accordingly, yet it is an arbitrary ruling and not warranted by the Standard Code.

# THE BROTHERHOOD

There is no free list.

Send all remittances for subscriptions to the Grand Secretary and Treasurer. See Section 30 Constitution, Grand Lodge.

Letters for this department must be written on one side of paper only, written with ink and must be at the office not later than the 12th of the month to insure insertion in the next number.

All changes of address, communications pertaining to the Journal, etc., should be sent to the Editor. Do not send resolutions.

When the Journal does not reach you, immediately give us your name, correct address and the number of your Lodge.

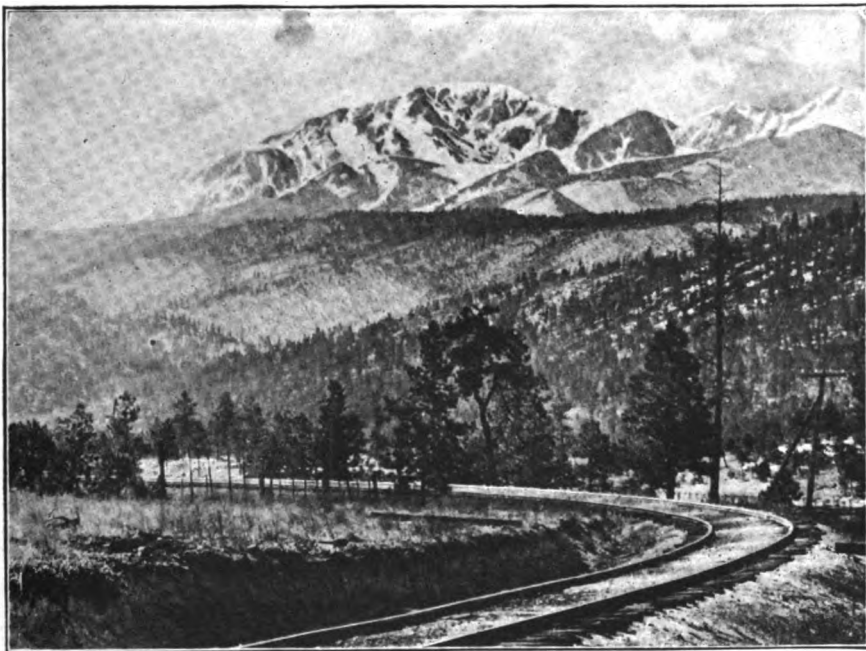
## Trip Through Colorado.

I will say a few words about Denver, Colorado's capital and most popular city. Denver stands on an elevation nearly 5,200 feet above sea level. The majestic mountains, sublime in their snow crowned summits, environ her most romantically.

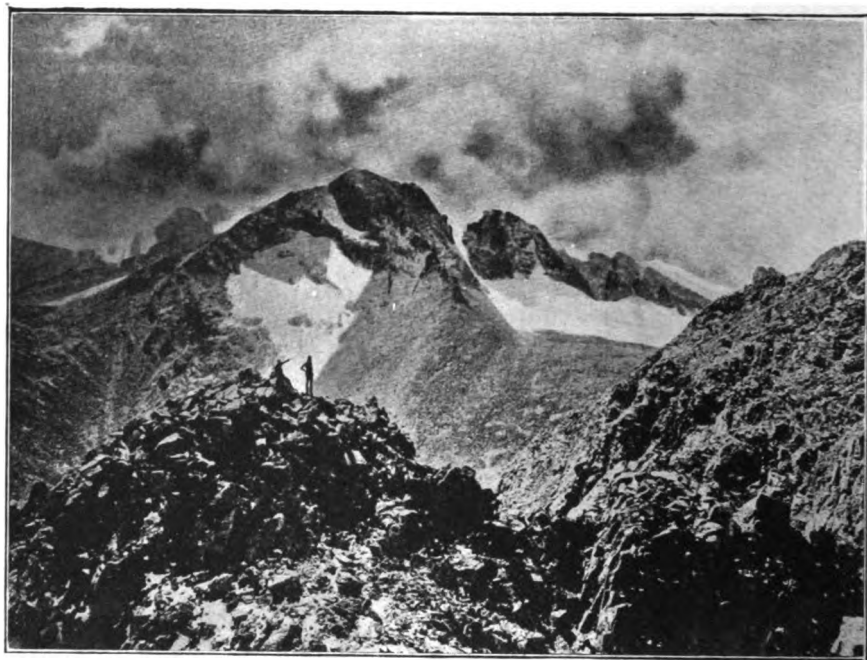
The city is cosmopolitan in its character. It draws from everywhere by reason of its picturesque situation and its healing climate.

In 1858 adventurous gold hunters pitched their tents at the junction of Cherry Creek and the

Platte. From this small beginning sprung Denver, "The Queen City of the Plains," with a present population of over 200,000, the largest city between the Missouri River and San Francisco and destined to be one of the most important centers of the American continent. Denver's City Park comprises 320 acres artistically plotted. This park, so beautifully kept, is Denver's most popular place of rest and amusement. Two large lakes afford boating parties delightful recreation during the summer. Herds of deer and buffalo, also a fine collection of other wild animals, which for-



PIKE'S PEAK, COLORADO. FROM THE MIDLAND RAILROAD.



ARAPAHOE PEAK, COLORADO.

merly inhabited the Rocky Mountains and plains of Colorado, excite the interest of visitors. An appropriation of over \$75,000 annually is expended in maintaining this public pleasure ground.

We left Denver on a trip to Cloudland via the Switzerland trail at 8:30 a. m. over the Colorado & North Western Railway, via Boulder where we strike the trail or Boulder Canon. We climb the mountain gradually on either side of a swift running stream flowing down from the mountain sides. This little engine pulling four cars slowly puffs along until we reach a small village at the head of Boulder Canon, called Sunset, 7,800 feet above sea level; here we take another course across the mountain sides, gradually ascending as we go until a point is reached called Sugar Loaf. Here we make a short turn and come back directly above Sunset again where we are one and one-half miles higher than Sunset. We have covered six and three-quarters miles. We there reach a point on the mountain called Glazier Lake, situated 9,050 feet above sea level. Here we find a beautiful lake one-half mile long, 700 feet wide and ranging from two to thirty-five feet deep, the water as clear as a crystal and cold as ice and filled with various kinds of fish. This water is supplied from the melting snow above and comes trickling down the mountain sides into the lake. This lake is called Glazier Lake because the peaks are glazed with eternal snow and ice. The surroundings are rugged and covered with loose and rolling stones and small burly pines and short shrubbery. The principal amusements are fishing and boat riding. There is a postoffice, depot and hotel, also a danc-

ing pavilion erected at this point for the accommodation of the many visitors who make this trip each summer. The writer camped at Boulder, the mouth of the canon, and retraced his steps the next day as far as Sunset. Here we take another line called the Ward Connection. We wind the north side of Boulder Canon through perpetual snow until we reach a point 9,450 feet above sea level. Here we find a village of 300 inhabitants, called Ward Station. They have a large and beautiful hotel, dry goods and grocery stores, and all conveniences such a town would need. The chief industry is mining. The chief products are gold, silver, copper and iron. The water is cold as ice and clear as a crystal. All this beautiful country is reached via the Colorado & Northwestern railway. It being quite difficult to construct a railroad up this mountain, they, like many others, established a narrow gauge line sixty miles in length, through the most thrilling canons and precipices in the Rocky Mountains. The scenery is wonderful. Their equipment is good and rates reasonable. A trip to Colorado is not complete without a trip over the Colorado & Northwestern, the Switzerland trail or a trip through Cloudland. The writer happened to see a running order from Glazier Lake to Boulder. It read as follows:

"Boulder, Colo., June 26, '07.

"Train Order No. 4.

"Eng. 33 will run extra Glazier Lake to Boulder.

O. K. COMP. 3:04 p. m.

"C. M. W."

Now this order was taken by Conductor Fox, of Engine 33 over the telephone. The dispatcher

sends the order, the conductor repeats same back to dispatcher, giving his name. Then complete is given in the usual way. No Morse needed.

Fraternalty yours,

K. M. AKERS, No. 549.

### Atlanta, Ga.

I notice that there is some discussion in late numbers of the JOURNAL, as to the advisability of publishing photos of engines and crews, etc. I fully agree with Brother Cease as to this matter, that it is very inadvisable. Just look at it from a business standpoint. Divide 91,000 men into crews and we have something like 33,000 crews. Now, suppose that even one thirty-third of these

on a committee do not just wait until meeting day and then make a favorable report as some of you are doing. Learn all you can about the subject being investigated, and then don't hesitate to make an unfavorable report if you doubt the desirability of the applicant. My idea is that a man who is not desirable for a member is one we don't want to take in. And one who cannot join our Brotherhood is undesirable to work with. Therefore "cut" him socially and he will soon leave of his own accord. Don't take him in to reform him; it won't work.

720 and 302 have had several sad losses by death lately and it is with extreme regret that I do not see more brothers turn out to a funeral and show proper respect for their memory and to their families. It is a duty we owe and a very



LAS ANIMAS CANON, COLORADO.

crews send a picture each month. We have 1,000 which in one month is more than we could afford to use in the JOURNAL in one year.

I think the foreign matter published in the JOURNAL is very instructive, and I say keep it up.

As a brother from every lodge in the United States and Canada was in Atlanta at the convention I will not take up time to speak of it more than to say that our convention made a better impression on the people of Atlanta than even the most sanguine among us dared to hope, and its effect among the barefoots has been marvelous. Every meeting day of our two local lodges sees one to six to ride the goat and as many new applications. I am glad to note that the age limit for applicants has been cut down, but at the same time I think we should be more careful as to who we take in. Our committees do not, in nine cases out of ten, make a thorough enough investigation before reporting. When you are appointed

simple thing. This applies to local conditions, but I fear it also applies to a great many other lodges and places.

Although we are sweltering in heat here at present and business is very dull, still encouraging reports reach us from all over the state of the rapid growth of the Brotherhood. News comes from Fitzgerald, Ga., that a charter has been applied for on the new A. B. & A. road building from the Atlantic seacoast to Birmingham via Atlanta. That's right, boys. Build up with the road.

While business here is dull just at present, a little later on there will be more work than men. During the fall and winter there is always a job for a "trainman" that is a "stinger."

The State Legislature here is just about to pass a total prohibition bill, as regards whiskey and "booze" of all kinds. The Senate has already passed the bill by a vote of 34 to 7 and it is now up to the House, which we understand is largely

prohibition. The Governor is also pledged to the bill, so all ye thirsty boozers needn't come around. It is needless to say that our lodges have nothing to do with this bill, but at the same time I consider it a Godsend to us, and only wish that every brother could see it in the same light. Brothers, fight the curse and shun it as you would a scab. Remember our motto. Try to live up to it.

G. H. GUIN,  
Member Lodge 720.

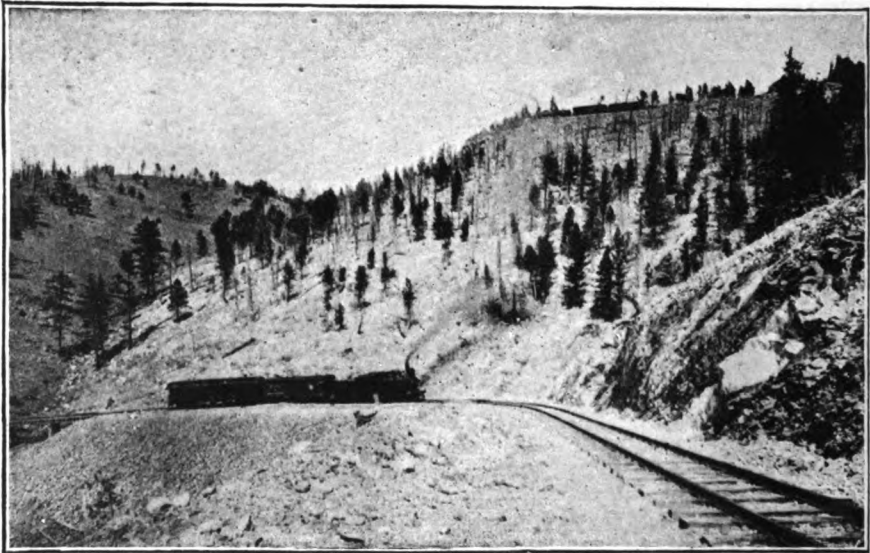
There has been some little argument over the question mentioned in the letter from Brother Guin, and it is our intention to discontinue it with this latest comment.

We used to publish photographs of road and yard crews, but our membership is so large, and there were so many demands made on the JOURNAL for space for copy of this kind that it was impos-

gained ground, in some localities, that the JOURNAL itself had the photographer engaged for that purpose.

The whole proceeding was embarrassing, and was the cause of greater complaint than anything that we have ever handled in connection with the JOURNAL.

The death and disability list of the Brotherhood is very heavy each month. It used to be the practice, when the organization had a few thousand members, to publish resolutions on the death of the brothers, and to give some attention to local incidents. As the organization increased, it was found impossible to do this, and, at the present time, with our deaths and disabilities running over one hundred per month, the impossibility of publishing resolutions, notices of accidents and the like, is apparent to those who will take the time to think it over.



NEAR MT. ALTO PARK, COLORADO. COLORADO AND NORTH WESTERN.

sible to meet it. The result was that photographs accumulated until it was absolutely impossible to take care of them. This resulted in our members accusing the JOURNAL of favoritism, claiming that other photographs were given preference, while their own were "side-tracked."

This, of course, was not true, but it was difficult to make our members understand that everything received could not be used immediately. It was, therefore, decided that the proper thing to do would be to suspend publication of copy of this kind. When it was done, there were on hand in the neighborhood of five hundred photographs.

Again, we found that there were certain persons who were soliciting photographic business, by saying that if each member of a crew would purchase a photograph, one would be sent to the JOURNAL free, for publication, and the impression

Because all the demands made could not be complied with, and as we desired to be fair to everyone, it was decided to discontinue copy of this kind. Each of the instances mentioned are of importance only from a local point of view. It is not a matter of interest to the lodges in one locality to know that some one of our brothers has died in another, and resolutions of regret would not be noticed except by a very few of those directly interested. One resolution, with all of the names attached, would answer the purpose just as well.

The average reader does not make a distinction between a monthly publication, covering a large territory, and a daily paper, covering a limited territory. The daily paper is local in character, and can give its full attention to the details of local affairs. A publication, general in its circula-

tion, cannot give its attention to local affairs, and if it does it will fall far short in general interest.

These questions have been before the organization for very many years, and conventions have decided that the policy of the JOURNAL was proper, and should be followed in the future. The JOURNAL dislikes very much to be compelled to refuse the request of any member of the organization, or of any one of its readers, but the impossibility of meeting all of these demands has made it compulsory with us to decline to accept anything unless it is of general interest to the organization.

It is not pleasant to have to deny our members any of their requests, and we trust they will appreciate the position of the JOURNAL in this matter, and not consider it arbitrary, or uncalled for, but rather regard it, as it really is, a matter of necessity.

D. L. CHASE.

### Every Member A Journal Agent.

The JOURNAL has discovered that very many members of the organization are under the impression that they cannot act as agents for the JOURNAL, unless they have been duly elected as such. Officers of subordinate lodges are under the impression that the law forbids them from sending any information to the JOURNAL, or from keeping it advised on matters that are of importance both to the organization and to the JOURNAL.

These are mistaken impressions. The JOURNAL Agent is expected to do the subscription work for the organization, but, at the same time, *every member of the organization has the right and is requested to secure all of the subscriptions for the JOURNAL he possibly can, and we trust that every member will do what he can to further its subscription interests.*

Each member of the organization will please bear in mind that it is not the duty of the JOURNAL Agent to give us the changes of address for the members. That duty is now up to the member himself, and if he does not receive the JOURNAL and does not advise the JOURNAL office, the fault will be purely his own, and that of no one else.

The reason this change in the law was made was because we felt if the member did not have interest enough to give us his change of address, it was unfair for him to impose that duty on someone else. Again, we had every reason to believe that JOURNAL Agents did not give us the desired information, while the members were under the impression that it had been sent. This naturally caused a great deal of fault finding, and it was thought better to place the matter in the hands of each member for himself.

The law does not forbid an officer, or member, from giving us any information. It takes away the necessity for the JOURNAL Agent standing responsible for certain duties. It is to be hoped that every member of the organization will lend his influence, and do what he can to make the JOURNAL interesting to every reader who receives it.

If there is anything that will be of information

to the organization, that is thought to be a proper subject for debate, in which our organization will be interested, or, in fact, anything that is out of the ordinary line in local affairs even, will be gladly received by the JOURNAL and used to its best advantage.

We, therefore, request that our members will please not send us photographs of train and yard crews, resolutions, or notes of purely local affairs, that are of no interest to the organization in general, but send us everything else.

### Springfield, Ohio.

Good news should always be welcome. No. 573 can surely produce that part for our JOURNAL, if a progressive and a healthy increase of our membership will so proclaim. We are surely in it. To my recollection, some time back, it was almost a matter of joy to admit one or two at a meeting and a very significant matter to get enough to form a quorum. Now we have to make room and prepare for 8 or 10 at almost all our regular meetings. Let me tell you why. For some years our lodge was composed of D. T. & I. men almost entirely and our Big Four men were not encouraged to come to our way of seeing things, as they were led to believe that it was a private party, but, thanks to such men as Brother Feaser, Brother Williams and several more of their stamp and pluck, the private wall was broken down and from a membership of about 55—according to collector's report last night—we number 134 in good standing and at the secretary's desk last night were eight more applications. Let me assure our lodges that the 100,000 mark is visible to us if we all do likewise. Our lodge is very much pleased with reducing the time of service to six months instead of one year, for a man's deportment, reputation and character can be discovered in that time as well as in a year after.

A brother working in the Big Four yards was taken sick and had to be taken to our city hospital for an operation. He was not prepared for the expense for such a large amount, but we did not forget our fraternal obligation, and No. 573 to a man voted to not only look after the afflicted brother financially, but each one to make it a personal matter to look after his comfort and welfare.

Fraternally yours,

PETER FLEMING, No. 573.

### Des Moines, Ia.

I know of no more opportune time to discuss a new plan of representation at our conventions than the present. I think every member of the Brotherhood will agree with me when I say, that one hundred thousand dollars is too much money to take out of the pockets of labor for the purpose of electing officers every two years, for that is about all that is accomplished at our conventions.

I would suggest the following plan for consideration:



## ARTICLE I.

Section 1. All powers delegated by the constitution not conflicting with changes herein made remain in effect.

## ARTICLE II.

Section 1. Beginning with the first meeting in December, 1909, each lodge of the Brotherhood will elect one member who shall be known as the local delegate and who shall represent his lodge in a state convention which shall meet at some designated city within the borders of each state, province or territory, during the following August, at a call from the Grand Master at least one month before the date of meeting of said state convention.

Sec. 2. That the Grand Master be empowered to appoint the first State Secretary for every state, province or territory, and also a committee of three, whose duties shall be to select and prepare a place of meeting in said city in which to hold the state convention.

Sec. 3. The duties of the State Secretary shall be to notify delegates of the date of the state convention and such other duties as belong to such office of similar bodies.

Sec. 4. The purpose of the state convention shall be to elect, by a majority vote of all delegates present, one state delegate to attend the Biennial, Triennial or Quadrennial Convention of the Grand Lodge as may be determined at the Columbus convention held in the city of Columbus, Ohio, in 1909.

Sec. 5. The number of delegates elected, as above provided, shall be one delegate for every two thousand members or fraction thereof for each state, province or territory.

Sec. 6. Any person may be elected a delegate to the Grand Lodge who is a member in good standing during the term for which he is elected a delegate to the Grand Lodge and who has been a member in the state from which he was elected for a period of six months, and of the organization two years prior to his election as delegate to the Grand Lodge.

Sec. 7. The cost of sending local delegates to the state convention shall be borne by an equal assessment on all members in the state and shall not exceed five dollars per day and two cents per mile for each mile going and returning by the shortest direct route.

Sec. 8. The time for which a delegate shall be elected to the Grand Lodge shall include two regular conventions of the Grand Lodge, unless recalled as hereinafter provided.

Sec. 9. Any member having been elected a delegate to the convention of the Grand Lodge may be recalled by a two-thirds vote of his state, after charges, as per constitution, have been properly filed against him.

Now, brothers, I have proposed a subject that is of vital interest and which must be an issue sooner or later. Think this matter over seriously, discuss it in every lodge meeting, and on the road, on street corners, any place where you can get an audience. Never rest until we have evolved a

plan that is an improvement on our present plan and a financial saving to the members.

Do you think our present system of insurance is right? John Smith, aged 21 years, pays the same premium on a Class C policy that Thomas Brown, aged 70, does; yet the former's expectancy of life is far greater than the latter's. As far as disability is concerned they would perhaps be considered equal, in similar occupations. Don't you know that John Smith is paying more than he should and Thomas Brown less than he should? Or in other words, John Smith is carrying part of Thomas Brown's risk. Again, William Jones, a passenger conductor, carries a Class B policy and pays the same premium that James White, a freight brakeman, does on a Class B policy. Can't you see that this is wrong?

I will propose that the Columbus convention appropriate two thousand dollars, if necessary, with which to employ a competent actuary and necessary clerks, to find out where we are drifting and to place us on a scientific basis, for it is certainly patent to all that we must get away from our present unsystematic plan or soon become insolvent.

Now Brothers, let us hear from you through the columns of the JOURNAL, in a fraternal spirit. Let us face the crisis before it is too late. Greater corporate bodies than the Brotherhood of Railroad Trainmen are calling for retrenchment and more scientific methods and why shouldn't we?

N. B. PORTER, No. 602.

## A Novel Use For Old Ferry Boats.

The old Staten Island ferry boat Southfield has been cleaned up and moored at the dock at the foot of West 6th street on the North River, where it is now being used as a day camp for consumptives. With a trained nurse in charge, a regular visiting staff of physicians, an abundance of milk and eggs and steamer chairs and hammocks in which to sit out of doors and watch the passing river craft, fifty men and women are keeping cool and getting back their health and strength.

The boat was put at the disposal of the committee on the Prevention of Tuberculosis of the Charity Organization Society by Commissioner John A. Bense of the Department of Docks and Ferries. Since the department has been operating its new boats on the Staten Island ferry the Southfield has not been running and the commissioner, therefore, was able to give his hearty support to the plan that was put before him to permit the boat to be used as a day camp under the strict medical supervision of the tuberculosis committee and at the committee's expense. The boat was thoroughly cleaned, toilet rooms, a stove and an ice chest were put in, several dozen steamer chairs and a few cots were bought, a trained nurse was engaged and then the camp was ready for patients. These patients are sent to the boat after being examined and passed by the physicians in charge of the Associated Tuberculosis

culosis Dispensaries to which any one desiring this treatment may go for this purpose. After examination, if the applicant proves to be able to be up and around and is not running a temperature, a card of admission to the boat is given and thereafter each day the patient goes through the regular routine beginning with the taking of temperatures and weighing at 9 o'clock in the morning and ending at 5 o'clock in the afternoon when all go to their home except a few men patients who stay all night. Fresh milk and eggs are given in abundance, each patient taking from three to eight eggs and from three to eight glasses of milk daily, other food, except bread and butter, hot tea or coffee and a cooked egg, which are given out at noon, being brought by the patients themselves. Once each week the committee in charge meets on the boat, the medical members of this committee serving each two weeks in turn as visiting physicians. In speaking about the boat a member of the committee said: "A good many people realize now that fresh air and medical oversight are needed to cure tuberculosis, but in a long, narrow, congested place like the island of Manhattan how is this fresh air to be had? There are not parks enough to go round and daily trips to the great open spaces in the Bronx are out of the question for the ordinary sick consumptive, who can't take the time and the money to do this. We looked into this matter carefully, some time ago, several good sites having been very generously offered to us, but we considered them too far from our base of supply, the crowded tenements where tuberculosis is bred. Then some old buildings that the city had condemned were about to be put at our disposal, but we could not get any assurance but that we might be put out right after putting in improvements extensive enough to be expensive to us with our limited resources and so we had to give up that idea. We then thought of the water front and found a mighty helpful ally in Commissioner Bensen and it was due to his interest and broad view of things that we now have our camp in full swing aboard the good boat Southfield. It was something of a job to clean her up and fix things as we needed them, but it was well worth while. If any one doubts it, let him go down and see for himself. The patients are putting on pounds and the color is coming back in whitened cheeks in a most wonderful manner. Now and then a good friend sends us some fruit, magazines or flowers and with these and the extra diet and good fresh air our patients are getting along famously. There's an idea in all this, too, that's worth giving a good deal of thought to. With all our talk about the impossibility of getting fresh air in our tenement districts, and there is no doubt but what that is all too true, have we not the means ready at hand in our large water front or on our bay to provide resting places where our 40,000 consumptives and our thousands of others needing fresh air can get this absolute essential to cure?"

PAUL KENNEDY, Sec'y,  
Charity Organization Society.

## Legislative Board Of Texas.

The report of the Joint Legislative Board of Texas is before us and it presents a splendid list of achievements for the time this board was in session. It is among the most creditable reports of the kind that have ever come to our attention and reflects great credit on the members.

We quote from it as follows:

The Thirtieth Legislature passed more laws beneficial to labor than any previous legislature in the history of Texas. A brief summary of these laws follows.

Mine inspection law.

Full train crew law.

Electric headlight law.

Anti-blacklist law.

Employes contract law.

Sixteen-hour law for railroad employes.

Eight-hour law for railroad telegraphers.

Barbers' license and inspection law.

Constitutional amendment for the creation of a bureau of labor.

Extension of benefits of uniform text-books to cities above 10,000 population, which were exempt under previous law.

Amendment to anti-free pass law exempting railroad employes.

A law limiting the granting of injunctions.

For the first time in the history of the Joint Board we are not called upon to report anything under the head of "Measures Hostile to Labor," for none such were introduced this session.

The legislature also passed an anti-lobby bill, aimed at correcting abuses against which the people have long complained. While the members of your Joint Legislative Board are commonly called "lobbyists," it was not at us or our kind that this bill was aimed. In effect the new law makes it a crime to seek to influence a member of the legislature by any other means than through "appeals to his reason," and as we never seek to influence them in any other way, the new law will not affect us. For the information of our members, however, we print a copy of the law on another page of this report.

Largely due to the efforts of organized labor, the uniform text-book law, passed by this legislature has been made to apply to all the state. Heretofore cities and towns of 10,000 population and upward have been exempted from the text-book law. If uniform text-books are good for the people who live in the country and in small towns and cities, they should be equally good for those who live in the larger cities. Thus viewing the matter, we sought to have its benefits extended to all the people, and trust that the laboring men in the larger cities will profit by it through cheaper books, and less frequent changes.

We also sought to have the law express a preference for books printed in Texas, thus tending to build up the printing industry in the state, which would mean more employment for labor and an added volume of business. This

amendment was adopted by the house but was stricken out by the free conference committee.

It should be a matter of pride to the union men of Texas that our Joint Labor Legislative Board is regarded as a model by our brothers in other states and is being extensively copied and patterned after. Texas has been the first state in the Union in which all branches of labor have united on a legislative program and where representatives of union labor and union farmers have actively co-operated in aiding each other.

#### EIGHT HOUR TELEGRAPHERS' BILL. AN ACT.

To provide for an eight-hour day for railroad telegraph or telephone operators, and providing penalties for the violation thereof, and declaring an emergency.

Be it enacted by the Legislature of the State of Texas:

Section 1. That it shall be unlawful for any person, corporation or association operating a railroad within this state to permit any telegraph or telephone operator who spaces trains by the use of telegraph or telephone under what is known and termed "Block System," defined as follows: Reporting trains to another office or offices or to a train dispatcher operating one or more trains under signals, and telegraph or telephone levermen who manipulate interlocking machines in railroad yards or on main tracks out on the lines connecting sidetracks or switches, or train dispatchers in its service whose duties substantially as hereinbefore set forth pertain to the movement of cars, engines or trains on its railroads by the use of the telegraph or telephone in dispatching or reporting trains or receiving or transmitting train orders as interpreted in this section, to be on duty for more than eight hours in any twenty-four consecutive hours; provided that the provisions of this Act shall not apply to railroad telegraph or telephone operators at stations where the services of only one operator is needed.

Sec. 2. And be it enacted that any person, corporation or association that shall violate Section 1 of this Act shall pay a fine of one hundred dollars for each violation of this Act.

Sec. 3. It shall be unlawful for any railroad telegraph or telephone operator to work more than eight hours in twenty-four consecutive hours at such occupation, and any such operator violating this section, shall pay a fine in any sum not less than twenty-five dollars nor more than one hundred dollars; provided that in case of an emergency, any operator may remain on duty for an additional two hours.

Sec. 4. And be it enacted that the fine mentioned in Section 2 of this Act shall be recovered by an action of debt in the name of the state of Texas, for the use of the state, who shall sue for it against such person, corporation or association violating this Act, said suit to be instituted in any court in this state having appropriate jurisdiction.

Sec. 5. And be it enacted that the said fine,

when recovered as aforesaid, shall be paid into the public school funds of the state of Texas.

Sec. 6. Owing to the crowded condition of the calendar, the near approach of the end of the session and the necessity for a law providing for an eight hour day for railroad telegraphers, creates an emergency and an imperative public necessity, requiring the constitutional rule requiring bills to be read on three several days in each House be suspended, and that this bill take effect and be in force from and after its passage, and it is so enacted.

#### FULL CREW LAW.

H. B. No. 80. By Robertson of Bell and Moore.

#### AN ACT.

To protect the lives and property of the traveling public and the employees of the railroads in the State of Texas.

Be it enacted by the Legislature of the State of Texas:

Section 1. That it shall be unlawful for any railroad company doing business in the state of Texas to run over its road, or part of its road outside of the yard limits, any passenger train with less than a full passenger crew, consisting of four persons, one engineer, one fireman, one conductor and one brakeman.

Sec. 2. It shall be unlawful for any railroad company doing business in the state of Texas to run over its road, or part of its road, outside the yard limits, any freight train, gravel train, or construction train with less than a full crew consisting of five persons, one engineer, one fireman, one conductor and two brakemen.

Sec. 3. It shall be unlawful for any railroad company doing business in the state of Texas, to run over its road or part of its road outside of the yard limits, any light engine without a full train crew, consisting of three persons, one engineer, one fireman, and one conductor; provided that nothing in this Act shall be construed as applying in the case of disability of one or more of any train crew while out on the road between division terminals, or to switching crews in charge of yard engines or which may be required to push trains out of the yard limits.

Sec. 4. Any railroad company doing business in the state of Texas, which shall violate any of the provisions of this Act, shall be liable to the state of Texas for a penalty of not less than \$100 or more than \$1,000 for each offense, and such penalty shall be recovered and suit brought in the name of the state of Texas, in a court of proper jurisdiction in Travis county, Texas, or in any county in or through which such line of railroad may run, by the attorney general, or under his direction, or by the county or district attorney in any county, in or through which such line of railroad may be operated, and such suits shall be subject to the provisions of Article 4577, Revised Statutes of the state of Texas.

The fact that there are no adequate laws for the protection of a large portion of our citizens, employed by railroad companies and passengers

riding on railway trains, creates an emergency and an imperative public necessity requiring the suspension of the constitutional rule which requires bills to be read on three several days in each House and the rule is hereby suspended and that this Act take effect and be in force from and after its passage and it is so enacted.

#### SIXTEEN HOUR LAW.

Be it enacted by the Legislature of the State of Texas:

Section 1. It shall hereafter be unlawful for any corporation or receiver operating any line of railroad, in whole or in part in this state, or any officer, agent or representative of such corporation, or receiver, to require or knowingly permit any conductor, engineer, fireman, brakeman, train dispatcher or telegraph operator who has been on duty for fourteen consecutive hours to perform any work until he has had at least eight hours off duty, except in cases where such fourteen hours expires while a train is between stations or at a station where there are no facilities for sidetracking such train, in either of which events the conductor, engineer, fireman or brakeman, or all of them, may be permitted to proceed with such train to the first station where such facilities can be had, but no further; provided, however, that in case said fourteen hours shall expire when a train is within twenty miles of a terminal toward which it is going, or within twenty miles of its destination, the aforementioned employes operating such train may be permitted to proceed to such terminal or destination, but in such case shall not be required or permitted to do any switching or other work which would in any manner retard them in speedily reaching such terminal or destination; provided further, that this Act shall not apply in the case of casualty upon such railroad, directly affecting such employe, nor shall it apply to sleeping car companies.

Sec. 2. It shall hereafter be unlawful for any corporation or receiver operating any line of railway, in whole or in part in this state, or any officer, agent or representative of such corporation, or receiver, to require or knowingly permit any conductor, engineer, fireman, brakeman, train dispatcher or telegraph operator who has been on duty for fourteen consecutive hours, and who has gone off duty, to again go on duty or perform any work for such corporation or receiver until he has had at least eight hours off duty.

Sec. 3. Any corporation or receiver operating a line of railroad, in whole or in part within this state, who shall violate any of the provisions of this Act shall be liable to the state of Texas in a penalty of not less than two hundred dollars nor more than one thousand dollars for each offense, and such penalties shall be recoverable, and suit therefor shall be brought in the name of the state of Texas in any court having jurisdiction of the amount in Travis county, Texas, or in any county into or through which said railroad may pass. Such suit or suits may be brought either by the attorney general or under his direction, or by the county attorney or dis-

trict attorney of any county or judicial district into or through which said railroad may pass, and such attorney bringing any action under this act shall be entitled to a compensation of one-third of the total amount of penalties recovered.

Sec. 4. Any officer, agent or representative of any corporation or receiver operating any line of railroad, in whole or in part within this state, who shall violate any of the provisions of this Act shall be punished by a fine of not less than one hundred dollars nor more than five hundred dollars for each offense, or by confinement in the county jail for not less than ten nor more than sixty days, or by both such fine and imprisonment, and such person so offending may be prosecuted under this section, either in the county where such person may be at the time of the commission of the offense or in any county where such employe has been permitted or required to work in violation of this Act.

Sec. 5. The fact that there is now no adequate law to prevent railroad employes from being required and permitted to work for more than fourteen consecutive hours without rest, and that it is extremely dangerous to the traveling public, as well as to the property rights of the citizens of this state, that trains should be operated by men who have been on duty for more than fourteen consecutive hours without rest, creates an emergency and an imperative public necessity that the constitutional rule requiring bills to be read on three several days be suspended, and that this Act take effect from and after its passage, and it is so enacted.

#### Greensboro, N. C.

Tar Heel Lodge No. 504 is keeping her goat busy initiating the "nons" and all of the boys are wide awake, with the exception of the chronic kickers, who take up all their time criticizing the officers of the lodge, instead of working for its advancement. We have 118 members in good standing and all of the "nons" coming in just as soon as they get old enough, and that's all the trouble we have here. They want to come in before they get old enough. Brothers that have not been attending lodge should wake up and come every meeting night. Don't stay away until you have a grievance to handle or when you have something you want to bring up before the lodge. You know the lodge needs your presence. You should always come, for the life of the lodge depends upon its members; you should work at all times for its advancement, and be willing to do something besides keep in good standing. You don't know what you are missing by staying away. There is always something that will interest you. Don't stay away when you are right in sight of the lodge room, sitting around the yard master's office, and when the lodge adjourns ask some one "What did you all do tonight, and how many did you initiate?" Don't go off to the park or theatre, and when some brother gives you a "jacking up" get mad. If you had the proper interest in our grand order you should have, you

will always be one of the first to be at the lodge. Yes, let us all put our shoulders to the wheel and help procure the 100,000 by the first of the year, and I know if we will all get down to business we can, and when our work is completed the victory will be ours.

Fraternally yours,

W. O. REITZEL,  
Master No. 594.

### The Home.

Highland Park, Ill., Aug. 2, 1907.

The following donations have been received at the Home for the month of July:

#### B. R. T. Lodges.

|          |         |          |         |
|----------|---------|----------|---------|
| 7.....   | \$ 5.00 | 384..... | \$ 5.00 |
| 35.....  | 15.00   | 398..... | 10.00   |
| 36.....  | 3.00    | 408..... | 15.00   |
| 42.....  | 3.00    | 425..... | 5.00    |
| 45.....  | 5.00    | 461..... | 2.00    |
| 47.....  | 12.00   | 463..... | 5.00    |
| 68.....  | 12.00   | 476..... | 4.00    |
| 79.....  | 5.00    | 477..... | 19.20   |
| 82.....  | 3.00    | 478..... | 10.00   |
| 92.....  | 10.00   | 481..... | 5.00    |
| 93.....  | 10.00   | 501..... | 3.00    |
| 97.....  | 4.00    | 504..... | 5.00    |
| 116..... | 2.00    | 526..... | 12.00   |
| 119..... | 5.00    | 531..... | 7.20    |
| 135..... | 25.00   | 560..... | 5.00    |
| 138..... | 12.00   | 552..... | 5.00    |
| 141..... | 5.00    | 555..... | 25.00   |
| 150..... | 5.00    | 574..... | 5.00    |
| 175..... | 12.00   | 575..... | 5.00    |
| 177..... | 10.00   | 577..... | 6.00    |
| 179..... | 5.00    | 579..... | 5.00    |
| 200..... | 10.00   | 608..... | 10.00   |
| 221..... | 10.00   | 630..... | 5.00    |
| 224..... | 2.00    | 684..... | 2.00    |
| 307..... | 5.00    | 686..... | 5.00    |
| 310..... | 5.00    | 696..... | 5.00    |
| 311..... | 10.00   | 730..... | 5.00    |
| 340..... | 5.00    | 743..... | 6.50    |
| 372..... | 5.00    | 749..... | 5.00    |
| 380..... | 5.00    | 753..... | 5.00    |
| 383..... | 3.00    |          |         |

Total .....\$439.90

#### L. A. T. Lodges.

|          |         |          |         |
|----------|---------|----------|---------|
| 7.....   | \$ 2.00 | 210..... | \$10.00 |
| 10.....  | 2.00    | 211..... | 2.00    |
| 13.....  | 5.00    | 225..... | 9.00    |
| 16.....  | 5.00    | 226..... | 5.00    |
| 17.....  | 14.00   | 228..... | 5.00    |
| 18.....  | 10.00   | 241..... | 5.00    |
| 23.....  | 5.00    | 244..... | 1.00    |
| 31.....  | 3.00    | 249..... | 5.00    |
| 48.....  | 2.00    | 258..... | 2.00    |
| 50.....  | 2.50    | 260..... | 5.00    |
| 70.....  | 5.00    | 264..... | 5.00    |
| 72.....  | 5.00    | 267..... | 1.00    |
| 93.....  | 2.00    | 275..... | 2.00    |
| 107..... | 1.00    | 286..... | 2.00    |
| 116..... | 5.00    | 288..... | 5.00    |
| 122..... | 10.00   | 298..... | 5.00    |

|          |       |          |       |
|----------|-------|----------|-------|
| 124..... | 5.00  | 314..... | 10.00 |
| 127..... | 5.00  | 316..... | 5.00  |
| 146..... | 1.00  | 320..... | 2.00  |
| 152..... | 5.00  | 321..... | 6.00  |
| 154..... | 5.00  | 330..... | 2.00  |
| 158..... | 5.00  | 333..... | 5.00  |
| 166..... | 5.00  | 346..... | 10.00 |
| 171..... | 5.00  | 349..... | 5.00  |
| 173..... | 5.00  | 352..... | 5.00  |
| 191..... | 10.00 | 358..... | 2.00  |
| 199..... | 1.00  | 361..... | 2.50  |
| 205..... | 2.00  | 362..... | 2.00  |

Total .....\$258.00

#### Summary.

|  |           |
|--|-----------|
| O. R. C. Divisions .....   | \$ 625.10 |
| B. R. T. Lodges .....  | 439.90    |
| B. L. E. Divisions .....   | 755.25    |
| B. L. F. & E. Lodges .....   | 223.10    |
| L. A. C. Divisions .....   | 120.50    |
| L. A. T. Lodges .....  | 258.00    |
| G. I. A. Divisions .....   | 141.50    |
| L. S. to F. & E. Lodges .....  | 149.50    |
| James Costello, No. 270, O. R. C. ....                                       | 1.00      |
| Alfred S. Lunt, No. 456, B. R. T. ....                                       | 1.00      |
| Interest in bank at Cleveland, Ohio....                                      | 180.00    |
| Councilman and members, No. 33, L. A. T. ....                                | 8.50      |
| Members of No. 552, B. L. F. & E. and their friends of Prescott, Arizona.... | 97.00     |
| Employees Illinois Central Suburban Services, through Brother W. H. Gerry..  | 20.00     |
| Proceeds of a picnic given at the Home by No. 1, G. I. A. ....               | 20.00     |
| Brother F. A. Edwards, No. 519, B. L. E. ....                                | 1.00      |

Total .....\$3,041.35

Respectfully submitted.

JOHN O'KEEFE,  
Secretary and Treasurer.

### Columbus, Ohio.

Apropos of the next convention coming to our city, our delegates to Atlanta cannot be complimented too highly on their wisdom and foresight in selecting a city so centrally located as Columbus.

The choice of the Buckeye capital for our next convention will mean the saving of thousands of dollars to the Brotherhood, and in a great many instances a long and tiresome journey to our brothers and their families. And, when you think it over, why would not Columbus make a good permanent convention city. It is a thoroughly up-to-date town, with a population of whole-souled hospitable people. It has one of the best convention halls in the country, plenty of good parks and other places of amusement, hotels that can't be beat anywhere, and last, but by no means least, hosts of the fairest ladies in the land. The people here are energetic to a degree, and will, I am confident, go the limit

to give the B. of R. T. a welcome which they will not soon forget.

Columbus as a convention city will unquestionably give a good account of herself to the B. of R. T. in 1909, and our delegates to that convention will, we hope, settle on our city as a permanent convention point.

We have two up-to-date lodges here, Nos. 628 and 175, and between the two we hope to have everything complete and in good shape to welcome the thousands of brothers, sisters and friends who will be the guests of our city.

And, now, just a few words to the JOURNAL readers on a subject of which I have written before, and which I had promised myself would not again be touched upon by me. Since, in a general way, it is decidedly unworthy the time and attention of any self-respecting Brotherhood man. However, events have occurred before which have shaken the strongest resolutions. Just as this last move on the part of the S. U. in this city (and possibly others) has shaken mine.

The old saying that "desperate cases require desperate remedies," surely applies to the "Big Jim" aggregation here, for lately they have shown their utter lack of self respect and business tact by selecting some of the youngest and least experienced of our members in yard service and offering to pay their initiation fee and a month's dues if they would drop the B. of R. T. and go into the S. U. It is needless to say, however, that they have not made any converts from our ranks, as this very unbusinesslike proposition does not appeal to the good sense and judgment of any right thinking man. On the contrary, it shows up in the strongest possible light the weakness of their claim to successfully represent yard service on this system, and the dirty, disreputable tactics they are capable of using in the wild effort to gain a membership.

And to strengthen this "splendid offer" they use the argument that had it not been for the B. of R. T. in the last settlement, they could have got ten cents per hour increase, and an eight hour day for the yard men on this Big Four system. "They were going to stand out for it."

Yes, they stood out all right. "On the streets looking up at the windows of the big brick building where the B. of R. T. was doing business for the yard men." And when they were tired "standing out," they took the crumbs which were thrown to them, and went away home, where they proceeded to throw mud at the B. of R. T. in their old sweet way.

The B. of R. T. does not make "reduced rates" in order to get members, and we have no "bargain days." We seek the membership of all good men in an honest, businesslike way and offer only the protection of a strong, capable organization to the men and their wives and families, and every new member gets a policy worth its face value; it has no contributory negligence clause tacked to it. It is a policy, the payment of which is sure. Widows and orphans of our brothers do not wait years for a claim to be paid, and then get it whittled down to a size

suitable to the means of a dwarfed and all but bankrupt organization, here today and gone tomorrow, and which, during its short life blows hot air through a tin horn and tries to dazzle its eyes and dull the senses of the railroad world, and to make the world at large believe it is listening to something that is worth while.

THOS. P. REED,  
Lodge No. 175.

## Public Resolution No. 46.

Joint Resolution directing the Interstate Commerce Commission to investigate and report on block signal systems and appliances for the automatic control of railway trains.

*Resolved by the Senate and House of Representatives of the United States of America in Congress assembled,* That the Interstate Commerce Commission be, and it is hereby, directed to investigate and report on the use of and necessity for block signal systems and appliances for the automatic control of railway trains in the United States. For this purpose the commission is authorized to employ persons who are familiar with the subject, and may use such of its own employees as are necessary to make a thorough examination into the matter.

In transmitting its report to the Congress the commission shall recommend such legislation as to the commission seems advisable.

To carry out and give effect to the provisions of this resolution the commission shall have power to issue subpoenas, administer oaths, examine witnesses, require the production of books and papers, and receive depositions taken before any proper officer in any state or territory of the United States.

Approved June 30, 1906.

## APPROPRIATION ACT.

To enable the Interstate Commerce Commission to investigate in regard to the use and necessity for block signal systems and appliances for the automatic control of railway trains, including experimental tests, at the discretion of the commission, of such of said signal systems and appliances only, as may be furnished in connection with such investigation free of cost to the government, in accordance with the provisions of the joint resolution, approved June thirtieth, nineteen hundred and six, fifty thousand dollars.

Approved March 4, 1907, at 11 a. m.

## Boston, Mass.

In looking over the JOURNAL from one issue to another, I am surprised the brothers from Boston don't send in a few lines to let our Brotherhood know how we, located in the Hub of the Universe, are getting along. We have had a prosperous season in the vicinity of Boston. In fact we have done so well the officials of city and

state, with the assistance of the business men and labor organizations, got up an elaborate celebration under the form of an Old Home Week. We had parades, firework displays, balloon ascensions, athletic events of all kinds and orations by some of the most prominent men of the country. In fact there was something doing every minute of the seven days. And now, brothers, as we gaze about us and see the good conditions on all sides of us, why shouldn't we show our thanks to our Brotherhood by endeavoring to bring within its fold those Trainmen, who don't seem to realize for what a grand and noble cause this Brotherhood was organized. There are a great many men who would become members of our order if the brothers would only make them understand how much their families and themselves need the Brotherhood.

We should never let a little personal feeling stop us from getting good men to join our order. Just because Bill Jones did not ride that cut and John Smith did not throw that switch is no reason why they would not make good and loyal members of our beloved Brotherhood. Just stop and think, brothers, how pleased our Grand Master would feel if he could say that he represented 125,000 men and which he could say if we all did our duty.

Don't be content with sending your 'ues every month, but be a Brotherhood man in every sense of the word. Talk Brotherhood to every yardman and trainman you know who needs it. And above all things, attend your lodge meetings so that when you do succeed in getting a new member you will be there to welcome him and extend him the hand of brotherly love.

I hope each one of you will agree with me when I say that with a leader like our Grand Master and his assistants, ably seconded by that sterling champion of our rights, the RAILROAD TRAINMEN'S JOURNAL, we should all get together and make a mighty effort to reach that 125,000 mark and I believe God will bless us.

I remain in B. S. I.,

I. M. HEFFERIN,

V. M. No. 404.

### A Square Deal For All.

An aroused public sentiment has demanded honesty in office, new ideals, and a square deal for all have of late years been insisted on by all good citizens in this country. Great combinations of capital are now regarded, even by some of the men who control them, as a public trust. The government does not wish to harass the railroads, but it insists that these vast properties be run in a fair, square and above board manner. In the early days of railroads, those who controlled them were practical men, who took an interest in their properties and ran them solely for the benefit of the public and the stockholders. Honest management

was the old ideal. The old system has passed away, and with it the old ideals. The total capitalization of the railroads of the United States is \$13,000,000,000. It is computed that of this tremendous sum one-half is "water," in other words they have been capitalized for just double their value. One-half this sum, therefore, represents fictitious values, values that do not exist, but the public nevertheless has had to pay the principal and interest of these fictitious issues of stock, by which the few have reaped vast benefits at the expense of the many. It was President Roosevelt who determined to put the railroad business on a foundation of solid honesty. It was thought that a valuation of railroad properties in this country would be made, and the water squeezed out of stocks, and fictitious values done away with. The bare thought of this caused a tremendous panic in Wall Street. President Roosevelt, however, realized that much of this watered stock had been paid for in good faith by small investors, and he has decided that nothing will be done along these lines, as any drastic legislation in this direction would work incalculable hardship to the small holders of railroad securities. The railway financiers have their troubles. The fear of government legislation has frightened investors, and the result is that the railroads cannot get the money needed for the development and improvement of their properties, and they are demanding that public agitation cease and legislation be stopped, or disaster must come. Railroads hitherto have not been managed either for the benefit of the public or the stockholders, but have been run, in the majority of cases, solely in the interests of a few great financiers who control them. It is the government aim and purpose to merely exercise such control as will insure honesty of management. This will result in vast benefits both for the public and the stockholders. It will stop stock manipulation and Wall Street jugglery, and this will be a blessing to the public and will harm only those whose pockets are already stuffed to repletion. With the railroad business on a sound financial basis, public confidence will be immediately restored, and men of small means, who have a few hundred dollars, fetching three and one-half per cent in savings banks, will withdraw the money from these institutions and buy railroad stocks which will bring them anywhere from five to ten per cent interest per annum. Railroads have nothing to fear. The profits of last year averaged over \$3,000 for every mile of track in the country. This prosperity is not threatened, but its continuance is positively assured. With a thorough understanding between the public and the railroads, and with Uncle Sam to see that the agreements are kept and laws respected, everything will be well and a greater era of prosperity will dawn, both for the railroads and the people, than has ever been known before.

ALFRED S. LUNT,

Lodge No. 456.

# EDITORIAL

Vol. xxiv.



No. 9

## Everybody Lend A Hand.

Let every man in this organization get down to good, earnest work in its behalf. Do not try to make yourself believe there are enough without you. It is you that must carry your portion of the burden and if you do not and overload some one else with it both of you will pay the penalty for your indifferent interest as a member of this Brotherhood.

If you know a man in train or yard service who has been thus employed for six months and he is not a member, it is your business and duty to get to him, ask him to investigate the merits of the B. of R. T., and assist him all you can by explaining every question he may ask you. Show him where the organization has carried on the work of protection for the employe, how it has secured better wages and working conditions; explain how the business is conducted along proper business lines and according to the best business practices and show him the difference between the condition of the family of the man who goes down to death without the protection of the Brotherhood and the man who is provided for through its insurance department.

The Brotherhood is not an experimental organization. It does not have to resort to trickery, deception or empty promises to secure a hearing. Its record is open for inspection and every fair-minded man is invited to do his own investigating.

Get to the train and yard men as soon as they are eligible. The times are as good now as we have ever known them. Work

is not hard to get and better wages are paid than ever before, but now is the time to prepare against the future when times will be not so promising as now, when men will be more plentiful than jobs and when the retrenchment orders go forth. Now is the time to protect our work and wages against the times when danger threatens.

Let us take a lesson in preparedness from those governments that are always ready for war and, in consequence, always are at peace. Let us prepare our defenses now and not trust to a rally around the flag when the need arises. It is a difficult matter to rally when men are being dismissed by the thousands. Then it is that a job looks good at any price to the man who has none and down goes he who dares to protest. Let every weak spot be strengthened now and let every member understand that it is his duty to step into the ranks and be ready to do his part as well as to expect every other man to lend his full assistance.

If you want to know what the Brotherhood has done for the train and yard service ask the old man who herded cars or rode them down the hills twenty years ago what he received and what rights he had. He will tell you that \$2.00 a day was big money for either service and the man worked until he was done. No day was less than twelve hours and overtime was an unknown quantity in railroad service. The employe had such rights as his officials chose to allow him. He was promoted



when they wanted to promote him and many a man has suffered injustice because the cousin, or the nephew, or the family favorite was brought in from the farm and given his job. When the boss got out of bed wrong and fired him he accepted it as a matter of course and hit the trail for another job equally as bad. He coupled cars by hand and lost his anatomy by sections, if he wasn't trimmed close or killed outright in doing so. His rights were mythical, his redress of wrongs was mystical and his wages mostly twice earned because of the long runs and working days.

Where is the road today where there is organization that the men are not protected in their rights to promotion? Where is there a system where the organization lives that does not have fair conditions of employment, where wages are not better by many per cent, all things considered, than they ever were? Where is there a road that dares to openly demand that men go between cars to couple and uncouple them, and where is there a road on which this Brotherhood has standing that all conditions are not better than they ever were?

Who thought of standard wages, regular hours of work and overtime and rights to promotion twenty years ago? Nobody but the few men who dared to meet opposition and carried along a little organization of train and yard men with those ends in view. Why, if men were asked about the Brakemen's Brotherhood at that time they laughed and said, "It won't amount to anything." The writer remembers his first general talk on federation and the reply that came across the boiler in response to a statement from him in favor of it. It was, "You fellows will have to get an organization first. You will have to get some men and some money and some standing and—some sense." We think we can stand up today and declare that we have all the specifications demanded and then some. This was only twenty-two years ago and we were the infant organization in everything but one and that was the foresight to know what an honest, determined set of men could do if they tried. The advice was not given in bitterness but in kindness for that engineer was then and is now our friend. He told us the truth, as he

understood it, and the effect was to make the men in the Brotherhood more determined to "get there."

It was the old "get there" spirit that carried us out of many difficulties in those days and brought us to "easy street," so to speak. And, now the great danger is that in our prosperity we will forget the old time methods and hard work and personal sacrifices that brought us along to where we are. We are careless, and not having so much opposition from the employers we may have too much time to find fault with each other or to lay down the work in the belief that some one else will do it as well.

No one can do your share toward making this organization but you. It is you, you, you, all the time, not some other who has a better realization of what must be done. He can do his share, but not yours.

This is a great co-operative proposition and every member must lend his effort. Every man who works under our schedules or agreements, or whatever they may be called, owes it to this Brotherhood to get in with us and carry the burden. It is not heavy and when divided among one hundred thousand members, each one will not feel the load for, every time it grows heavier there will be more of us to carry it.

We are not sending up red balloons, not appealing to the prejudices or passions of any one, not misrepresenting for the sake of attracting membership but simply standing on the record of the Brotherhood, which has not been afraid to stand by its platform of fairness to itself and the employer, not playing to the whims or caprices of any set of men for their good opinion but doing business all the time in a business way.

We need every man in the train and yard service who can be persuaded to come to us; we do not make exception in favor of any one nor do we offer extra inducements for them to come. We are here and we want every good man with us. It is the duty of every member of this organization to use his effort to make the Brotherhood solid on every road and in every yard in this country and Canada.

There are more than 94,000 of us right now. That ought to help some.

## The Independent Workman Promised A Crown Of Glory.

The "independent" workman is he who will not sacrifice his independence by accepting membership in a labor organization. He it is who holds aloof from the rule of the union and stands for his right to make his own labor contract to work for what wages his employer chooses to give him. This sort of "independence" is highly recommended by the Manufacturers' Association and it promises a "crown of glory" to this kind of workman sometime in the future, date not yet fixed. The campaign of education has commenced and the idea seems to be to show every man, and his boy, that it is better to learn early in life the necessity for obedience to the employer, freedom from labor union contamination and, in consequence, the full enjoyment of that independence that is assured to every workman who stands by himself.

Mr. Ittner, who has served as chairman of the committee on industrial education, for the Manufacturers' Association, has started his campaign of popular education by declaring in favor of the independence of the American boy by way of the manual training department of the public schools. In his report to the Association he said:

Our ultimate and permanent independence for skilled labor, however, is in the American boy. This is a fact which I have emphasized in many addresses and in many connections. We must attach a manual-training department to all our public schools of the primary grade, in which boys of 9 to 10 years of age and upward under competent instructors can give an hour each day to the use of the tools employed in the more important mechanical trades. This instruction must be free and should be compulsory. We must have industrial high schools also free, into which boys of 14 to 15 who have taken the course in the primary schools may enter for advanced and practical instruction and from which they can be graduated as thorough mechanics. The object of this manual training in the public schools is to supply the need created by the labor union's virtual abolition of the apprenticeship system, and to supply it in the best possible way and with the best possible material. All the influence of the federation must be used to equip our American boys with a thorough industrial training.

You will observe that Mr. Ittner, who is doubtless a patriot of superior degree, inasmuch, as he stands for the independence of the American boy by freeing him from the influence of labor organization, purposes to make his manual training course compulsory. Independence that has for its basis a compulsory attachment does not look good to start off with but it is all right with the kind of independence it proposes to create.

This is the kind of education that is intended to settle the industrial controversy

and, we might as well start off with the first lessons in independence. The "professor" is a trifle biased in our notions of independence although perfectly right from his view point.

Men like Mr. Ittner harp on the apprentice question and hold the interference of the labor unions with the employment of apprentices as the key to all the evils that beset industrialism.

The apprentice degree is becoming a lost one in several of the trades. The old style master workman is going out of the industrial life. There are but a few trades in which there is need for the man to know more than one part of the business. The printers, bricklayers and a very few others need the man to know all the parts of the work. The rest are mere machine tenders and only do special parts. The assembler is the only real workman and he need not be the best in the world if he has any ability for his work. There are not so many trades where it is necessary for the apprentice to learn it all.

It is not this question of teaching a trade that is opposed but the disposition of the employers to take advantage of the boy who knows how to work by refusing to pay him for his work. If he knew it all he would not be paid for it. He would be a boy and would be paid as a boy.

What good is this boasted manual education to a boy who studies it for seven years and then receives fifty cents a day until he grows up, has a family and has to have more money before he gets it from his employer who demands school trained workmen? Eventually he has to go to the

labor organization for wages enough to live.

Mr. Ittner has the proper idea, for Mr. Ittner and his kind. He believes that every boy ought to be made to learn a trade. If he goes to school he ought to put in his time learning a trade; if he goes to prison what a golden opportunity to become a skilled workman while he is penned up, in fact, everywhere the boy must learn a trade first but he is not encouraged to learn enough to fit him for anything else than the place of a workman. An ox can be trained to pull a cart but he cannot be used for much of anything else. We are not breeding human oxen even to please the Manufacturers' Association.

Mr. Ittner comes along with the usual prejudiced, unreasoning diatribe attempting to explain the opposition of the labor organization to the trade school. He said concerning this:

Labor union opinion of trade schools was tersely expressed by one of their leaders when he called them "nurseries for scabs"—a definition which we desire to amend as follows: Trade schools are schools in which our youth are educated to be skilled workers, and they are made necessary and have been called into existence by reason of the un-American, domineering and arbitrary methods of labor unions.

The names "scab" and "rat"—names flippantly and indiscriminately applied by labor leaders to free and independent American working men—are becoming a badge of honor, a crown of glory, to those to whom they are given; and as years go by, and the American people come to understand the industrial situation more perfectly, these names will shine more brilliantly and with ever greater luster. Our people will in time realize the fact that the men who are now reviled as disloyal to their fellows, as scabs and traitors to the cause of labor, have really represented the cause of freedom in industry, and that because they have had the spirit to maintain the right of free contract and to resist the despotic power which organized labor tends to exert, they have rendered a service to our country and to civilization.

The "crown of glory" is usually overlooked when it shines over a torn and ragged suit of clothes covering an ill nourished body. The "freedom of contract" is glibly prated over as if the argument were a new thing just brought along or discovered by Mr. Ittner. His kind of employes will "shine brilliantly," and right from the skin too, for if he has his way they won't have clothes enough to cover them. Imagine a lot of workmen enjoying the "freedom of

contract," clothed in "a crown of glory" on a winter day. Shame! Call the police. None for us. Less glory and more coin for ours, thank you.

Mr. Ittner knows that the disposition of the boy fresh from school is to accept work at any wages. If this were not so and he and his kind knew they had to pay full wages they would oppose the trade school as a useless public expense, and fight for the old apprentice system. They would decry the unfairness of being taxed to provide technical education for the children of the people. The object is cheap workmen and many of them.

To fully prove his case Mr. Ittner then hands out his bit of sage advice. What a new thought to bring along to the campaign of education. It isn't more than six hundred years old but it has just reached the deep thought of Mr. Ittner, and what a shock it must have given him when he thought this all out anew. He said:

It is such a common assertion among labor leaders that employers of labor are enemies of labor unions. In answer to this charge the chairman of your committee, speaking for himself wishes to say, that in a business experience of forty-eight years he has never come in contact with an employer who declared himself as opposed to organization among wage earners. It is the arbitrary and un-American methods that are employed by labor unions that are so universally objected to, that are condemned and opposed by a large majority of employers. Were labor unions conducted on a just and proper basis, there is no reason that we can see why employers should not be members, under proper regulation, of such labor unions.

It is to be inferred that by "enemy" Mr. Ittner means that the employer is not such unless he claims membership in the inner circle of the Parry-Post-Van Cleve, Ittner outfit. That is, he must be out with his hammer and knock all the time. We look at the matter differently. We consider any man an enemy who is not disposed to be our friend. We do not mean by this that we expect an employer to give up everything on demand to be regarded as our friend. We do not object to a fair fighter who will quit when he is done. If we get the worst of it there is certain satisfaction in knowing the fight was fair and when we quit, instead of hating each other and getting down to little things, we can go along in the future with the self-respect of each

side maintained and mutual regard strengthened. We do not hold the employer our enemy because he will not give up what is unfair to himself nor do we want the employer to feel we are his enemy because we ask for what we believe to be right. If we disagree, that is a matter of business just as it is when business men disagree on prices and refuse to sell or purchase.

We have the greatest admiration for the fair employer, but when it comes to the question of friends and enemies, we know without any suggestions from Mr. Ittner that there is not one employer in a hundred thousand who would not rejoice if there were no labor organizations, and only employers' organizations. What a delightful thing that would be—for the employer.

The employer is not opposed to the labor organization, understand. He is opposed to its methods. The difference in reasoning is not as plain to us as it might be. We do know this, that the employer is a friend to the labor union that forbids its members from leaving the service of the employer. The employer dearly loves the organization that has for its basis, "We will not strike." But what good is an organization of that character to its members? What is it for anyhow? It is like a modern battleship would be with paper armor and wooden guns.

If there were no reason for labor organization there would be none. Trade school or no trade school, it will be found by every boy for himself that unless he is working with his fellows for his own good his value to himself will be no good. He can sacrifice his life to his employer; work for low wages; work long hours without pay; he can live, slave and die in his rags and his garret and in return be commended by his employer as an "independent" workman. Heaven save us that distinction.

Start with the boy, says the boss. Teach him the value of independence and freedom from labor organization influence. We say, start with the boy. Teach him something that will permit his being more than a simple workman all his life. Show him the necessity for standing together if he expects to work under fair conditions and for fair wages. Tell him that labor organization forbade shackling, torturing and mutil-

ating the workman when he displeased his employer. Show him that the virtue of the workman's wife and daughter was never safe until workmen became strong enough to make it safe against the ravages of the noble, his then, employer. Let him understand that before there was organization of workmen that the wage worker was a slave without voice in his government or his employment; that death, or its worse than equivalent, was the punishment meted out for disobedience to the orders of the employer. It will not be talking revolution. It will be simply telling him the history of the world's working people.

No parent is willing to have his boy grow up in ignorance. He knows he must work and he wants him to work under the best of conditions, but he knows that if the trades are overcrowded that fair wages cannot be made and he does not agree with the employer that the school days of his boy be given over to fitting him for the rack or the treadmill the rest of his life. It will be noted it is the employer not the workman who demands the trade school.

The workman does not know which way to turn in this dilemma, for such it is. The trade today is not a trade such as we used to learn. Now they bring a man from the plow who never saw a machine and he runs it with an hour's instruction. That is all he does. If he goes to another kind of work he must learn that, but the employer sees to it that he seldom goes to anything other than he knows. He must not know a trade, except in a few cases where hand work has not been superseded by machines. It is not learning the trade so much as it is to have the boy ready to jump on the machine at low wages and take the place of the man who holds the job at better wages, that bothers Mr. Ittner.

And after we have argued it all over, who is the independent workman? Who wears the "Crown of Glory?" The one working without the benefit of organization, whose labor is performed under adverse conditions and for low wages that ill clothe and ill feed him and his family or, the well dressed, well fed man who takes his family with him and looks as well as any man when he goes out, whose children are at school and whose

home is a comfortable one where the family dare look each other in the face without asking mutely, where is the next meal to come from?

The educational campaign will work long and hard before the general verdict will be in favor of the former class of workmen.

They have a kind of independence, it is true, but it must be a horrible thing to enjoy. But Mr. Ittner recommends it for the workmen. He does not advise the members of the Employer's Association to quit the bosses' union. Where is their independence?

## The Foreigner Pays The Tax.

We have been getting an awful lot of information regarding the inner secrets of Standard Oil that is not new. It possesses, however, the merit of coming from the government and is based on investigation that dares to tell its own story without danger of losing its head. The JOURNAL might tell the same story, in fact has referred to it many times in a general way as the common belief of the majority, yet, it always lacked the force of a statement made and sustained by the influences of the government.

The muck rakers, months ago, gave Standard several twists that caused great indignation in certain quarters, so it is not to be overlooked that the muck rakers started the ball rolling that has eventually culminated in the greatest fine ever imposed on a corporation for violation of law.

The muck raker stirred up something and we are now getting the results in the reports of the Commissioner of Corporations, who by the way, is singularly venturesome for a public officer. He hammers away on the same spot and tells what he thinks with surprising force and directness. He has advised the President of the methods adopted by the Standard in getting business at home and abroad. In his report he, in part, said:

"The Standard has repeatedly asserted that combination, as illustrated by its own history, is a great benefit to the public in reducing costs and consequently prices.

### UNFAIR METHODS EMPLOYED.

"The Standard is, however, a most conspicuous example of precisely the opposite—of a combination which maintains a substantial monopoly, not by superiority of service and by charging reasonable prices, but by unfair methods of destroying competition; a combination which then uses the power thus unfairly gained to oppress the public

through wholly extortionate prices. It has raised prices instead of lowering them. It has pocketed all the advantages of its economies instead of sharing them with the public, and has added still further monopoly profits by charging more than smaller and less economical concerns could sell for if the Standard allowed them the chance.

"Some of the unfair and illegal means by which the Standard has been able to do this have been proved in the reports already published by this bureau, namely, railroad discriminations, wide-reaching in extent and enormous in degree; failure to perform the duties of a common carrier in pipe line transportation, and unjust methods of destroying competition in that business; and price discrimination of the most flagrant character. By your direction, in view of the proceedings of the Attorney General against the Standard Oil Company, some of the more detailed evidence secured by the bureau regarding price discrimination is at present withheld from publication, and the same is true of evidence regarding other unfair practices, the most important of which are the maintenance of bogus independent companies, espionage over the business of competitors, especially by bribing railway employes to disclose their shipments, and deception as to the quality of oils sold.

The report goes into the entire question of price discrimination at great detail, setting out tables of prices paid in the various states, in different towns and in foreign countries for the Standard products at the same time. It is shown that prices for oil from 1903 to 1906, years taken for purposes of the comparison, were higher in the United States than in Europe and the Orient, the average prices for various continental countries and for the Orient being more than 1 cent per gallon above the average price in the United States.

Even more significant is a comparison in the report showing the margins of the respective prices above costs. From this it appears that the average German margin was 1.66 cents, as against 4.63 in the United States, with other countries showing a similar disparity as against the United States.

"Even after subtracting 1 cent from the American margins to allow for difference in quality," says the report, "they are still from one

and one-half to three times as high as the foreign margins. It can be said that in the long run the American consumers are made to pay the cost of maintaining the Standard power abroad. That American consumers should be compelled to pay prices so high that, when an immense quantity of oil is sold by the Standard in foreign countries on the basis of little or no profit, the total profit on domestic and foreign business combined should be 50 or 60 per cent on its capital, is an obvious injustice."

It is shown that in general for the last five years the American prices have been going up and the foreign prices declining.

The report then turns to discrimination in prices put into effect by the Standard as between various sections of this country and even between parts of the same state.

"A study of the Standard's policy has brought to light a very remarkable system of discriminations in prices for the same products in different localities throughout this country," says Mr. Smith. "It is evident that the Standard charges a price which is proportionate to the extent of its monopoly in a given place, and reduces prices in proportion to the degree of competition which it may meet."

Taking December, 1904, for purposes of comparison, it is shown that the price in Delaware was 7.7 cents a gallon, while in Colorado at the same time it was, 16.2 cents per gallon, freight deducted in both instances. The figures for other states for the same period showed a varying range between the two prices mentioned.

Turning to the question of the prices paid by railroads for lubricating oils it is shown that some railroads, notably the Pennsylvania, pay much less than other roads. It is also shown that independent company bids, meaning a saving of more than 50 per cent over Standard prices, have been rejected by railroads in favor of Standard. It is declared that the railroads pay yearly to the Standard for lubricating oils \$2,000,000 more than a fair market value. The report attributes this to the fact that the Standard "is powerful enough, either by reason of its enormous shipments of petroleum products or by its influence in financial circles, to induce most of the railroads of the country to pay excess prices for their lubricants."

In addition to these few brief remarks Mr. Smith has some other important evidence in soak for a later day and it is to be expected along when it will do the most good.

The methods adopted by the Standard are not unfamiliar with other concerns, particularly as they relate to foreign markets. There are many of them in the United States that sell their products cheaper abroad than they do at home and the practice is justified by stating that it is proper to get rid of surplus product abroad for whatever can be got for it. The margin of profit is low but so long as the "foreigner

pays the tax" what of it? The steel trust is another corporation that follows the same line of practice between home prices and those fixed for foreign markets, and there are others.

The advantages taken where Standard enjoyed a monopoly tell a story of unfairness that directly affects every American consumer. The report furnishes proof that the Standard takes every cent it can get. Where monopoly is enjoyed it takes it all, and where there is competition it takes what it can get away with. In short, the policy of the Standard has been to get "all the traffic would bear."

In the face of all the revelations the head of the Standard talks of persecution of business and refers to it as an injustice to small investors and wage earners. If he means that the cases against the Standard are to be so taken he is mistaken. The law is made for the Standard just as much as it is made for its meanest workman, although the Standard never realized until it met Judge Landis. He showed the difference between imaginary license to commit wrong and paying the real penalty therefor. The people all agree that capital has not been attacked, but that a lot of sandbaggers who have been abusing capital have been handed their deserts.

If Mr. Rockefeller is so anxious about the small investor and the wage worker, and their living and security for their savings, he ought to have impressed these matters on his associates and led them into the ways of obedience to law.

Such a statement implies a belief that the employer ought not to obey the law because, if he does it might injure the people who work for him. There never was a time when unfair business practices benefited everybody. Some one had to suffer. While swollen fortunes, frenzied finance and broken statutes have been particular to a favored few the rest of us paid the freight. Every workman in this country has paid tribute to Standard Oil and the attempt to confound prosecution for law breaking with persecution of capital will not go down with the people generally if it does with the investor. The matter is simply one of getting after a bunch of wholesale sandbaggers.

## Is The Public Sense Of Right Degenerating?

Nations have their ailments, some of them serious enough too, and we think, they are increasing with certain notions that are particular to the times.

Our own country, for instance, is getting on right nicely on the wrong side of the public moral account. We are raising a crop of internal trouble that never fails and unless there is something done to increase a respect for things that are decent there will come a time when the old-fashioned standards of morals will be mere traditions to be laughed at.

It seems that the growing population is some different from what it used to be. It is not satisfied with ordinary happenings. It must have something exciting, even though it hurts, on which to feed. People do not give heed to the ordinary affairs of life. They want only the high colors and the high lights of what is doing. They want to imitate their heroes and heroines in a weak way and seem to feel that it is the real life.

And, this general tendency to outdo what has been done in crime, immorality and silliness increases. It is not alone given to the light brained sons and daughters of the rich to carry off the palm for cutting up high jinks. There are the same kinds all the way down to the bottom, each varying according to his, or her, ideas of how things should be done.

What shall be done about it? Everybody knows, but unfortunately, no one can apply his remedy. We simply ask questions and let it go at that. If people could be made over according to certain established standards of morals, physical perfection, and ability to get along well, it might be done, but the Old Adam would have to be left out or there would be sinners in plenty to start something toward the Primrose Path.

It does seem as if the public moral sense had taken a slump. It may only seem so because there are more of us to contribute to the general foolishness and depravity, but it does appear at times as if the percentage of general cussedness had increased in the individual. Just why it is can be explained

by an endless set of reasons which do not help to clear up the condition.

Rebecca Harding Davis gave this question serious attention in a late review. She went right to the mark with illustrations with which every one of us is familiar. In the *Independent*, she said:

I was out of this country lately for a short time, and when I came back I noticed certain suggestive small changes in it to which the governing American seems to be blind.

For, after all, there is an American to whom the country does belong and who is responsible for it to the unknown Power who made it and him. This American has opened his gates to all sorts and conditions of men, and just now is so occupied by their foreign creeds and doings that there is danger that we will forget that the country, after all, is his possession, a farm loaned to him for a while, and that he must render account some day of the crops it bears to its owner.

May I tell you of one or two of the little incidents which the daily papers have reported, and which show the diseases that are gaining ground in this country, just as the sour earth and fungus indicate the ailments of the worn out farmer?

No. 1. A few weeks ago a workingman in Philadelphia, being jealous of the girl—a young saleswoman—to whom he was engaged, fired at her, and, missing her, blew out his own brains. His blood bespattered her gown. She was called to give her evidence before the Coroner. When she had told her story, she approached that official with an ingratiating smile.

"Could I have the pistol?" she said.

"What do you want with the pistol?" he asked gruffly.

"As a souvenir of a most painful and dramatic occurrence!" she replied, simpering. "Why, I suppose that my picture will be in the papers tomorrow."

No. 2. This girl earned her living in a large department store. An inquiry was recently made as to the kind of books taken out of the free library during two months

by the women employed in this establishment. Three per cent of these books were history, 1 per cent travels and essays, the remaining 96 per cent were fiction, usually of the flimsiest character, many of the books depending for their interest on divorces and unusual erotic, putrid subjects.

No. 3. An energetic philanthropist lately addressed a note to each of the women engaged in another large department store asking whether if they should marry and give up work they would prefer to board or keep house. Out of the six hundred women addressed only eleven preferred homes of their own to the freedom of a boarding house. One of them, apparently, spoke for her class when she said: "After I have shared the public life of a great store, why should I shut myself up in a kitchen to cook bacon and hot cakes for one man?"

No. 4. Almost every railway in the country is fenced on both sides by huge boardings, representing gigantic cows, pigs and other beasts, advertisements of dealers in drugs, whiskey, shoes or trousers. Behind these hideous bids for money lie tranquil valleys, landscapes as fair as any that Claude painted, and sometimes vast ranges of mountains, full of the peace of God. The sight of all this immeasurable beauty is hidden from the travelers who pass through the country, in order that a few dealers may sell more tobacco or whiskey. No one protests. Trade apparently is more valuable than beauty to the average American.

No. 5. The contractors for the Capitol of Harrisburg have just brought in an additional charge of \$650,000 for the air furnished in that building.

No. 6. Three passenger trains on the Pennsylvania Railroad lately were derailed within a week by Italian strikers, who wanted more wages. They were not punished.

No. 7. Zito, an Italian in New York, killed his wife and mother-in-law the other day, and proceeded to cut them up. When he perceived that his baby boy was watching him, he took the child up, dripping with blood as he was. "Promise," he said, "that you will not tell what you saw." The child promised. "Swear it." The child swore. When the police came he was dumb and

has not yet been brought to accuse his father.

No. 8. The headless body of an Italian was found on the railway near Trenton, with the head lying at some distance.

It is true these things were done by Italians, not by our own people. But it is also true that Italians do not cut up their wives, nor derail trains, nor chop heads from bodies and leave them lying loose about the streets—in Italy.

No. 9. The Thaw trial, with all the *dramatis personae*, prisoner, witnesses, lawyers, reporters and the papers who gave it to the world. What is the meaning of that putrid sore in the life of the country?

No. 10. Several of the newspapers which cater for the most intelligent readers in the country, publish weekly the novels which rank highest in English literature condensed into a single page. "Waverly," "The Newcomes," "Jane Eyre," and other masterpieces of Scott, Thackeray and Dickens, have been thus boiled down to suit the times, and the taste and capacity of American readers. It is akin to offering a picture of Niagara on a two-inch square tintype.

Gigantic crimes, such as we have found lately in the doing of Pennsylvania politicians, of negro-phobists, or the Orchards and Adamses are to the country like huge conflagrations, whose size and fury drive men to make haste to repair the damage they have done.

But the little instances which I have given you of a growing vulgarity, dishonesty and vice in the country are the symptoms of a creeping paralysis which threatens us almost unnoticed.

What is its cure?"

As we write there comes the story of the murder of a young Italian who was called to his sweetheart's door and deliberately killed by her. The "calm and collected" reason given by the girl was that, he postponed the wedding. Every Sunday and holiday is followed by a list of police court sentences and the jails are filled with murders, would-be assassins and criminals of lesser degree.

It is the height of ambition in certain classes to have a jail record gained by using a fellow man as a target or pin cushion. The drag-nets, sometimes started when the



police get busy, bring in from the foreign districts guns, knives and sharpened files by the ton. Young girls feed on trashy literature dealing with the escapades of their kind with millionaires and then show their preferences for the wild, reckless, cigarette, dance fiend who is more a maniac than anything else. But he is "a bad man. He done time, etc."

Listen to the talk among the boys and girls in any place of general employment and you will get a fair idea of who and what are popular with them. You may be surprised, but it will do you good to be surprised sometimes. There is a certain deference paid to and a glamor given the risky side of life that lead plenty of them to seek it for the simple sake of telling their

associates they have been there. And, so it goes. We very likely have descended further into the depths than we know. What is the remedy?

It is not to be taken that all of the people are of the order herein mentioned, for that is not true. There are at least enough left to be alarmed at the situation. There is a degree of common honesty and good morals that has not been touched thus far and there are plenty of men and women as good as men and women ever were, but they cannot maintain the balance of influence long when notoriety takes the place of good character and sensationalism is preferred to the dull, prosaic routine of everyday honest life.

We feed on sensation. How can we expect to avoid contributing to it?

## Changes In The Brotherhood Law.

Commencing with August 1st, 1907, a revised Constitution and General Rules, adopted by the Eighth Bi-ennial Convention, became effective. The changes as they were made, and as they now apply to the government of the organization, are found in the following sections:

Section 2. Adding to the list of officers and members of the Grand Lodge one Vice Grand Master, and a Board of Insurance, consisting of seven members; also increasing the Grand Executive Board to five members.

Section 15. Defining the duties of the Board of Insurance.

Section 22. Changing the title of the official organ of the Brotherhood to THE RAILROAD TRAINMAN.

Section 48. A card granted by a lodge to a person expelled for non-payment of dues, for the purpose of permitting him to join another lodge, will be known as a "readmission card" instead of "withdrawal card" as heretofore.

Section 63. Provides that "Payment of death benefits shall be only made, or certificates transferred to parents, children, adopted children, lawful wife, affianced wife, blood relation, or persons lawfully dependent upon the member, provided that a member having no wife or child living may with the consent of the Grand Lodge make a charitable institution or a subordinate lodge of the Brotherhood his beneficiary."

Section 70. Claims disapproved by the Beneficiary Board will be reported by the Grand Secretary and Treasurer to the Board of Insurance

at its next annual meeting, instead of being reported to next biennial convention as formerly.

Section 72. Provides that the standing of a member who has petitioned for allowance of a disability claim under Section 68 or 70 shall be kept good by his lodge *provided* he complies with Section 181. The last named section requires that *written notice of sickness or disability* shall be given the financier *before* the first day of the month for which dues are to be paid.

Section 74. Death and total permanent disability claims under this section will be referred to the Beneficiary Board for determination, instead of being referred to the Board of Grand Trustees.

Section 76. Requires that written notice of desire or intention to appeal from the decision of the Beneficiary Board to the Board of Insurance must be given the Grand Secretary and Treasurer within *sixty days* from receipt of notice of rendition of the decision appealed from.

General Rule No. 2 (c). Provides that on any system of railway where two or more general committees are formed the Grand Master shall have power to issue a dispensation for the committees to combine for the purpose of securing the benefits of a salaried chairman for the territory covered by such committees.

General Rule No. 2 (d). Provides the manner in which the office of salaried chairman may be created, and requires that the expense incident to procuring votes of members be paid by the lodges as local grievance committee expense.

General Rule No. 3. Contains a clause providing that "A general grievance committee shall not revise or change a general or system wage

schedule or agreement unless authorized to do so by a majority vote of the lodges on the system, or by a majority vote of the membership on the system if such vote is deemed advisable by the general committee."

General Rule No. 4. Defines the duties and authority of a general chairman.

General Rule No. 5. Provides that a grievance placed in the hands of a general grievance committee may be withdrawn by a lodge or member if such action is taken before the grievance has been presented to the officers of the company, but not afterwards.

General Rule No. 11. Requires that a lodge under whose jurisdiction an unauthorized strike occurs shall within ten days thereafter cause charges to be preferred against all members engaged in such strike.

General Rule No. 13 (a). Fixes the maximum rate at which general grievance committees may establish rate of pay at \$6.00 per day instead of \$5.00 as formerly.

General Rule No. 13 (c). Provides the manner in which general grievance committee advance funds may be created, or yard service is changed, and six months' experience is all that is required under the new law. The section is also amended so as to permit the admission of trainmen and yardmen working on surface electrical railways who come in contact and work with men employed on steam railways and are governed by and subject to the same rules and regulations of the operating department which govern the steam railway employees.

Section 132. The requirement that surplus funds of a lodge shall be placed in a designated depository and withdrawn only on signature of the financier, approved by the master, is made a part of this section.

Section 143. Requires that a member accepting employment on any railroad shall within thirty days thereafter notify the secretary of the lodge under whose jurisdiction he is at work.

Section 144. Requires that the master of a lodge shall designate a member whose duty it shall be to prefer charges, in case notice of violation of duties of membership or obligation on the part of any member under its jurisdiction is brought before the lodge.

Section 157. Provides the manner and conditions under which final withdrawal card may be granted. Card may be obtained without surrender of beneficiary certificate, in case the certificate has been lost, or the member is unable from any cause to surrender it, but the facts must be stated in the written application of the member for withdrawal card.

Section 22, changing the title of the official organ of the Brotherhood to "THE RAILROAD TRAINMAN" will not become effective until the end of the present year. It was not intended to change the name of the JOURNAL in the midst of a volume. The volume ends with the December,

1907, issue, and commencing with January, 1908, the new name will become operative.

The Board of Insurance will take the place of the work of the convention, in passing on claims that cannot be decided by the Beneficiary Board. This Board will meet once a year at Grand Lodge headquarters, and finally dispose of all claims that are referred to it.

It will be understood by the members of the organization that this is a board of final power and appeal, and that no claims will hereafter be considered by the convention. Two members were added to the Grand Executive Board, which makes that body now consist of five members. The insurance remains the same, the rules governing it remain largely the same except as will be noted in the sections herein quoted.

A question that ought to be of interest to our members is that of the re-arrangement of the ritual and secret work. The committee on ritual recommended to the convention, the following:

"In appreciation of the fact that our present ritual and secret work have been in effect for several years, and feeling that there is a desire among the membership for new and improved work;

"We, therefore, further recommend that the Grand Master be given authority by this convention to offer a prize of \$200 to any member or members of the organization who will prepare and present the most original and acceptable ritual to the Grand Master, on or before October 1st, 1907, after having been approved by the Grand Master, Assistant Grand Master and the Grand Secretary and Treasurer, same shall be presented to subordinate lodges for their adoption, and, after approval by two-thirds vote of subordinate lodges, shall take effect January 1, 1908."

This recommendation was adopted, and it ought to inspire our members to extra efforts to provide a ritual that will be an improvement over the one we have. It will be realized by any one who has attended our conventions, how difficult it will be to find a ritual that will meet the ideas of our members.

It is the personal hope of the JOURNAL that out of this proposition there may come

a ritual that will be more in accord with the purposes of the organization itself, and not be confined so much to questions that have little to do with our form of organization. The new secret work will not become effective until January 1st, 1908.

One of the most important changes in the law made at the convention was in Section 120, which was made to meet the demands of a large majority of our neighbors, to the effect that train and yard men can be admitted to membership after six months' experience.

The action of the Denver Convention deciding on the eligibility of electrical railway employes was continued. This pro-

vides for the admission of train and yard men, working on surface electrical railways, who come in contact and work with men employed on steam railways, and are governed by, and subject to the same rules and regulations of the operating department, which governs the steam railway employes.

It is to be hoped that the changes in the law will encourage our general membership to work more energetically for the up-building of their organization. Every recommendation that was adopted by the convention appeared to have a large majority behind it, and it is to be hoped that the law is a fair expression of the wishes of a great majority of our members.

## Foreign Skilled Labor May Be Contracted For, Says The Attorney General.

Attorney General Bonaparte appears to be a handy man with decisions pertaining to the immigration law. The decision of the Department regarding the Carolina contract cases is not forgotten and the general impression is that if the law was not broken by them it was so badly bent that it never again will be straightened so far as the right of a State to make contracts with foreigners for settlement therein is concerned.

The latest to come from the Attorney General is in the cases of two contracted for and imported lithographers who came from Germany to work for the American Lithographic Company of New York. The lithographers have been on strike and the contract made with the two aliens was purely for the purpose of assisting the company to break the strike.

The decision of the Attorney General will, in this instance, be final and there is no question but that the way is opened for a general breaking down of the law whenever the employers make claim that certain grades of labor are not to be had. It is not necessary to explain that scarcity of labor is caused by strikes, the simple fact that the employers need the men is all that appears necessary.

The decision of the Attorney General contains the testimony of several employers all stating that labor is scarce, that it has been impossible to get enough men and that a great deal of this work has gone abroad because of it. The writer happens to know of quite a lot of it that has gone abroad because it could be done cheaper over there. Good wages will bring European lithographers across the water just as quickly as they will bring the lowest order of laborers.

The Attorney General, however, cannot be credited with looking into this feature of the question. He accepted the testimony of the employers and quoted a deal of it as his reasons for declaring the detained, contracted for, aliens should not be held under the meaning of the law. First because they were artists; second, because there was a scarcity of them. Eliminating this testimony, the decision of the Attorney General, expressed by letter to the Department of Commerce and Labor reads thus:

I have the honor to acknowledge receipt of your letter of May 23rd, with enclosures, in which my attention is invited to the case of two aliens detained at New York, who have been excluded from the United States by the decision of a Board of Special Inquiry, on the ground that their admission would be a violation of the pro-

visions of the acts of February 26, 1885 (23 Stat., 332), and March 3, 1903, (32 Stat., 1213), relating to contract labor. From this decision of the board an appeal has been taken to you, and my opinion is asked as to what your decision would be.

It appears from the testimony taken at the hearings held by the board, that the two aliens in question, August Kurzdorfer and John Haering, are lithographic artists, and natives of Germany, who are coming to this country in pursuance of a contract of employment entered into by them with the American Lithographic Company of New York. The company, through an agent abroad, prepaid their passage, and agreed to employ them for a period of one year at a stipulated weekly salary.

Unless saved by an excepting clause, or a proviso, this contract is squarely within the prohibition of the statutes referred to. While this is not denied by the appellants, it is insisted in their behalf that, under the first proviso or section 5 of the act of February 26, 1885 (*supra*), and the second and third provisions of section 2 of the act of March 3, 1903 (*supra*), they should be admitted.

The material part of section 5 of the act of 1885 reads as follows:

\*\*\* *Provided* That skilled labor for that purpose can not be otherwise obtained; nor shall the provisions of this act apply to professional actors, artists, lecturers, or singers, nor to persons employed as personal or domestic servants: \*\*\*

Section 2 of the act of 1903 specifies certain classes of persons who shall be excluded; among others, "those who have been within one year from the date of application for admission to the United States deported as being under offers, solicitations, promises or agreements to perform labor or service of some kind therein." This section also contains the following provisos:

\*\*\* *And provided further* That skilled labor may be imported, if labor of like kind unemployed can not be found in this country: *And provided further* That the provisions of this law applicable to contract labor shall not be held to exclude professional actors, artists, lecturers, singers, ministers of any religious denomination, professors for colleges or seminaries, persons belonging to any recognized learned profession, or persons employed strictly as personal or domestic servants. \*\*\*

Unless, then, it can be shown that these aliens are artists within the meaning of the statutes, or that skilled labor of like kind, unemployed, can not be found in this country, the appeal must be dismissed. A decision upon either of these points in favor of the aliens, would entitle them to admission.

As an appeal should clearly be sustained on the second ground upon the evidence submitted, I deem it necessary to determine whether the appellants are artists.

On the former point, the evidence is so free from contradiction, that were the case being tried by a judge and jury, the court would be

obliged to direct a verdict for the aliens. Their counsel at the hearing before the Board of Inquiry, called officers of five different lithographic companies to testify to the scarcity of lithographic artists in this country. Henry W. Kupfer, superintendent of the art and drawing department of the American Lithographic Company, testified that he had been for four years in charge of that department, and that during all that time, part of his duty had been to hire lithographic artists; that while his company could use to advantage twenty to twenty-two artists, it had only ten. He further testified that for three or four years, there had been the same difficulty in securing men to do this work. It also appears from his testimony that the company in the belief that to meet this situation it was necessary to bring men in from abroad, applied early in 1907 to your department, to know how this might be done. The Commissioner General of Immigration suggested that before any steps were taken looking to the immigration of labor, it was advisable to demonstrate to the satisfaction of the authorities that no labor of like kind unemployed was available in this country. In accordance with his suggestions, advertisements were inserted three times a week for four weeks, in twelve newspapers of general circulation in the eight cities where it seemed most likely that lithographic artists could be secured. There were thirty-two answers to those advertisements. No personal applications were made, and the company did not secure a single lithographic artist as a result of its efforts. The reason why none of the thirty-two who communicated with the company were selected are clearly and satisfactorily explained in the record you have submitted for my consideration. The company thereupon entered into contract, above referred to, with Kurzdorfer and Haering, informing the Commissioner-General of Immigration of the fact, and of the date upon which the aliens would reach New York in order that a test case might thus be made.

This testimony as to the scarcity of labor is practically uncontradicted. Counsel for the Lithographic Artists, Engravers and Designers League, attempted to show that the difficulty in securing men was due to a strike which had been declared in August, 1906. This idea is negated by the statements of the witnesses above referred to, to the effect that the shortage existed for several years prior to the time the strike was declared. Nowhere in the record is there a scintilla of evidence even tending to contradict this.

Richard Kitchell, President of the National Lithographic Artists, Engravers and Designers League, testified that there were about two hundred and forty members of his organization unemployed in the United States, and that this was a sufficient number to fill all vacancies, and to meet the demands of the lithographic business. Counsel for the aliens put in evidence a circular issued, with the knowledge of Mr. Kitchell, by the National Advisory Board of the Lithographic Artists, Engravers and Designers' League, of which he admitted he was the head, which ran

in part as follows: "The employers' own figures show that the number of men they lack in the art department is actually greater than the whole number now out, so that were the strike to be settled tomorrow, there would not be enough men to fill all vacancies."

In view of this statement issued with his authority by a board of which he was the head, his testimony to the contrary is entitled to but little weight.

I, therefore, advise you that the record you have submitted shows beyond any reasonable doubt that there are not in the country at this time, a sufficient number of lithographic artists employed to meet the demands of the business. The decision of the Board of Special Inquiry should, therefore, be reversed, and the aliens admitted.

We do not believe the ruling was fair. The high degree of comfort taken out of it by the employers and the open expression of its after effects as told by *American Industries* shows quite plainly that the assistance given in breaking strikes by the ruling of the Attorney General, cannot be regarded as anything other than an open approval in favor of the decision because of this advantage. It said:

The ruling of Attorney-General Bonaparte a few days ago that lithographers may be engaged in Europe and brought to this country without violating the alien contract labor law, should be considered of the utmost importance not only to the American Lithographic Company in whose favor the decision was given, and to all employing lithographers, but to manufacturers in general throughout the country. It is a fact that this decision breaks the back of the lithographers' strike which has been in progress for nearly a year, and possibly it is true that the American Lithographic Company would not have imported German lithographers into the country and made a test case, if it had not been for the strike. There is absolutely no reason to argue, however, that there is any intention to establish a precedent for the importation of alien laborers generally for the purpose of breaking strikes. It seems not unlikely that some such interpretation might be put on the decision by union labor. The thing that is clearly established by the decision is the right of manufacturers to import skilled laborers where there is a scarcity of such laborers, in any industry in this country. The fact is, and all the evidence of this case showed it, that there was and is crying need for more expert lithographers. The inability of the lithographic companies to get such experts to do their work for them has resulted in a constantly increasing importation of foreign lithographic work which might just as well be done in this country if there were men to do it. Union workmen throughout the country might well learn a most important lesson from the conditions disclosed by this litigation and decision. The National Lithographic Artists, Engravers and Designers

League, the members of which have been on strike, drastically restricts, as the unions generally do, the number of apprentices that shall be permitted to learn the different trades. This one factor in all probability has been the chief cause of the lack of skilled workmen in this country. The workmen are very short-sighted if they prefer the competition of foreign made goods to that of imported foreign workmen.

The writer of this comment, which by the way is a fair sample of the educational campaign to be started by the Manufacturers Association, declares that the labor unions may read into the decision the intent to follow up, in other strikes, this practice inaugurated by Attorney General Bonaparte. The writer himself very clearly read the interpretation into his own comment. He declared that "manufacturers in general would regard this decision as of the utmost importance" and added, "It is a fact that this decision breaks the back of the lithographers' strike," etc. If the Attorney General has any doubt as to the one sided opinion on his decision he might run over this and find out how it is accepted by those who profited from it.

The Brotherhood of Railroad Trainmen once received an opinion from an Attorney General of the United States in which he declared the position of the Philadelphia and Reading Railroad Company, taken against the railroad organizations, was wrong. But it was never regarded otherwise than as an opinion. It was clearly pointed out that the opinion had no weight in law although the justice of it was admitted. This decision of the Attorney General setting aside the contract feature of the immigration law is backed up by the Bureau of Commerce and Labor and consequently by the Government and it becomes as good as law. The other decision had no backing other than that of honest opinion and it went by the board.

The JOURNAL can easily realize how difficult it is to create a law that will fairly apply to all conditions and all localities but our laws are made with the knowledge that they cannot. Our tariff laws, for instance, never give general satisfaction for, what one locality wants admitted free is opposed by another and so it goes all down the line but the laws are made to cover, as far as possible, the needs of the general country.

If it is within the province of any one person to break, bend or ignore a law because it is needed by certain interests or certain localities, the general law is wrong in principle and if it is within the province of any one officer of the Government to set aside a law, that has for its purpose the prevention of certain occurrences, to permit them, the law ought to be wiped off the statute books and turned over to that officer. It becomes, in effect, a local issue.

There ought to be a digest and an interpretation of every law to accompany the law when it is made. The purpose and primary intent are too often lost in the shuffle of special interests to have the law applied as they desire.

The purpose for the illegality clause of the foreign contract labor phase of the immigration law was clearly in evidence when

the law was passed. If it was not, why was it mentioned?

In a successful strike skilled labor in the craft affected cannot be obtained. Section 5 of the Act of 1885 was never meant to cover up contracts made abroad to fill the places of strikers. It might be legal to decide that a lithographer is an artist. It might also be equally legal to declare that a prize fighter is a professor and a "white wing" a skilled workman or even an artist. Anything will do for the purpose if it is badly needed.

If the labor unions alone criticized the opinion of the Attorney General it might be set down to a natural opposition on their part, but when the employers approve it as an effective way of breaking a strike, the comment of the labor organizations cannot be very far out of the way.

---

## Need Of Organization For The Professions.

---

It is generally admitted that supply and demand are the basis of all prices, whether for commodities or wages. In addition to these two principal causes for prices we have another powerful factor, in arranging wages, in the organization of the workmen.

There are certain employments where the demand is always greater than the supply, and in consequence, wages are exceptionally high unless there is a specific agreement among employers not to pay more than a certain sum for certain work and a further agreement not to employ men who leave the service of one of the employers bound by the "gentlemen's" agreement.

The base ball agreement offers one of the most particular and peculiar phases of the employment problem. A player must be formally released before he can be employed by another club. If he becomes dissatisfied and shirks or if he is supposed to be doing poor work he is suspended without pay, but no other club can employ him unless his employer is willing for him to be employed. A player can be sold or traded at will and he has to go where he is ordered. His contract is always in force

and he has nothing to say as to what shall be done with him.

He receives good wages for the time he works, for in the face of the agreement between the managers the supply of good men is not sufficient to meet the demands of the major league and it is a case of where demand and supply make wages very high.

This gentlemen's agreement was doubtless forced upon the managers to a certain extent, for players were contract makers and contract breakers on the wholesale plan. The plan of self-defense adopted by the managers has ended the entire business, and while the player is well paid he is really a slave of his owner.

There was a players' union once upon a time, but it fell down because certain high grade players were tempted to go across to the owners by high salaries. Now they take what they are offered.

This might serve as an illustration to prove that when the expert workman stands for the adoption of the minimum wage that he is not doing so much for the inferior workman as he is doing for himself. (Think this out.)

A college professor, school teacher, or graduate of the technical school, applying his knowledge to teaching does not receive as much in wages as the hod carrier. It used to be the thing to refer to the wages of the hod carrier as the lowest when making comparisons, but thanks be to the union, the hod carrier now has the "professor" below him in the comparison, for he receives more for his work.

There is a demand for professors and professional men, but the wages are fixed by the employer. The professional man cannot fix his wages, and regardless of how good he may be his pay is what his employer decides, unless the man is of exceptional ability and his worth cannot be bought more cheaply.

The school teacher does not receive as much as the "white wing" regardless of the years spent in acquiring necessary education. The school teacher is alone. There is no organization behind that class of work, and if there were, and it worked out all right, it would be wonderful. The "white wing" has at least the advantage of his political organization even if he has no labor union.

The best paid employments today are those in which the men have been aggressive, fair, and ready to make sacrifice for the common good. The Bricklayers stand well to the fore as evidence of what determination and fairness can do. They receive the highest rate of pay for skilled labor. They had to fight their way until they could afford to make agreements providing for arbitration of further controversies. They keep their agreements, but always work to make them better each time.

The printers deserve more than passing notice. If there is any trade on which the adversities of machinery have fallen it is on the printing trades. The type setting or type casting machines put thousands of them on the streets, but they never quit their union. They worked right along for better wages and the shorter work day. Those who worked kept those who were out of work. They have paid assessments that would have put many another craft out of business, and today the printers' union label receives greater consideration than that of any other organization, and the printers

have as good wages and working conditions as any of the trades.

The best paid trades today are those wherein the members worked and fought their way up to every advantage they enjoy. They sacrificed their interests for each other and the man who had work helped the man who was out of work. He paid his share and in time received it all back in wages and better hours.

There are other organizations of which the same story can be told. It is a tale of endeavor, sacrifice and aggressive fairness: a story of standing together for the common good, always the history of successful labor organization.

When times are bad the influence is felt in wages and working conditions, but not to the extent that would be experienced if every man "were an independent workman, not owning allegiance to his union." There is one brand of independence that costs the workman. It is the independent workman who does not earn in a week what the skilled laborer makes in half the time.

These very few statements are used merely to show what organization means and what lack of it means.

Germany is the academic country of the world. Her technical schools are the best, her universities stand foremost and the high class German is always a professional. Yet we find that the professional German is at his wits end to make a living. There are too many of him and he is not, so to speak, together. He represents the independent American workman as held up by the employer. He is alone and he numbers many. He has seen the mechanic draw wages for which he dared not even hope and he has asked, why? The answer is ready made for him. It is organization, he knows it and is ready to take up the work for himself and try to fix his pay for his work.

*The Frankfurter Zeitung* recently said that, "the man that created the industrial life of Germany did not profit from it." It called attention to the wages of the trades and declared they were better off than the professionals. It also showed that an education costing a man's parents from \$1,000 to \$4,000 was able to earn only from \$500 to a little higher sum for the

year. Of the number of the technical men 60 per cent receive less than \$500 a year. Other conditions are no better as witness the statement from the same authority:

For example, we hear of men with diplomas from our best universities receiving 87 cents a day, even less, and the increase in wages is so small that in the great majority of cases the sum of \$50 a month would not be reached for more than ten years. Moreover, the men must frequently obligate themselves to release to their employers any invention they may make, together with all claim for royalty, while practically all chance for improving their position is stifled by conditions in the service contract which are repulsive even to the morally obtuse. And not only are they repulsive, but they ignore all individual rights,—witness one of the largest Berlin factories where the amount of salary is a "trade secret," the divulging of which may mean instant dismissal.

The result from the overproduction of technical schools is just the same. There are more men than jobs and no organization to protect those who do secure employment. We again quote:—

In the case of an offer in the Rheinland of a place with \$45 a month salary there were 270 applicants, and a place with \$50 brought 700 letters. Further, in the best of our technical papers, as the *Elektrotechnischen Zeitschrift* and the *Zeitschrift des Vereins Deutscher Ingenieure*, we constantly find an extensive list of applications for positions, applications which in many instances are heartrending. It is an ordinary thing to read of "\$25 to be paid for a position," or of \$40 to \$50 for the same thing, or "for three years I will pay 10 per centum of salary to the person who procures a position for a constructor with twelve years' experience," and so forth. In the *Essener Anzeiger* we saw a short time ago this advertisement: "Engineer, forty-three years old, for nineteen years active as chief and sub-chief engineer, office and outdoor work, desires at once employment in any place, even as foreman or laborer." And it would be possible to cite indefinitely similar evidences of the deplorable condition of the German technical professions.

On the other hand the mechanics with their organizations are in a better position than their well educated fellows. They do not quibble over their answer, they merely say that the "Technicals" are foolish. (The "independent" American workman might also take this remark home with him.)

The statements of the *Frankfurter Zeitung* are again quoted:—

Indeed, ordinary mechanics have more than once declared that they would not change places with the engineers and physicians who have made German technical skill famous the world over. And the wisdom of this view will at once appear if we cite the instance of only one Berlin factory which was forced to raise the wages of its locksmiths twice the past year. During the discussion with his men the director referred to the salaries of his college-bred assistants, and remarked that if the wages of the workmen continued to increase it would soon be possible to obtain two university men for one locksmith. To this the mechanics replied, with evident scorn, "These people are foolish to accept their present salaries." Therefore, we find the question firmly proposed. Shall technical skill be unionized? An answer to this question seems only possible in the affirmative, and this applies not only to the technical men but also to that vast army of employes, bookkeepers, cashiers, clerks, who are today utterly defenseless before the exploitation of their superiors.

None of this is overdrawn. It is simply a question of bringing a few cases in point to show that wages can be bettered even in the face of supply and demand if men want them bettered and have the courage and the necessary self-sacrificial spirit.

Every workman ought to let the low wages of the unorganized sink deep into his mind and be inspired by the lessons taught by isolated employes, those free and independent workmen, as their employers love to call them, to work for the organization of their calling and perfect it in every sense.

## The Standard's Harvest.

Herbert Knox Smith, Commissioner of Corporations, appears to be one of the few public officials who dare handle a question without fear of hurting the other fellow's feelings.

The Standard attempted to condone its

wrongdoing by stating that it was a public benefactor. It had eliminated waste, concentrated the business and brought the product to the consumer at the lowest possible cost. Mr. Smith declares the Standard has done no such thing. He says that



without the Standard the price of oil would be cheaper today than it is, for, competition would make it so. According to Mr. Smith, the Standard can beat its competitors about a cent and a half a gallon in production, distribution and sale of oil. If the great monopoly were to have cut its prices it is reasonable to suppose it could have destroyed its rivals and captured every bit of the trade, but it preferred rather to stand for its enormous dividends and profits which are estimated to be 25 per cent annually for the past twenty-four years.

The report, in part, reads:

"The Standard has not reduced margins during the period in which it has been responsible for the prices of oil. During the last eight years covered by this report (1898 to 1905) it has raised both prices and margins. Its domination has not been acquired or maintained by its superior efficiency, but rather by unfair competition and by methods economically and morally unjustifiable. The Standard has superior efficiency in running its own business; it has an equal efficiency in destroying the business of competitors. It keeps for itself the profits of the first and adds to these the monopoly profits secured by the second. Its profits are far above the highest possible standard of a reasonable commercial return, and have been steadily increasing.

"Finally, the history of this great industry is a history of the persistent use of the worst industrial methods, the exaction of exorbitant prices from the consumer, and the securing of excessive profits for the small group of men who over a long series of years have thus dominated the business.

"The Standard has repeatedly claimed that it has reduced the price of oil; that it has been a benefit to the consumer, and that only a great combination like the Standard could have furnished oil at the prices that have prevailed.

"Each one of these claims is disproved by this report.

"The Standard has consistently used its power to raise the price of oil during the last ten years, not only absolutely but also relatively to the cost of crude oil.

"These results are given chiefly in the shape of 'margins'; that is, the difference in cents per gallon between the cost of crude oil which the Standard buys and the prices of the products thereof which it sells.

"Prices of oil products may rise or fall slightly without affecting the profits of the Standard because of a change in the price of crude oil, although the Standard also fixes within certain limits even the price of crude. But the 'margin', the difference between the price of crude and the price of the finished products, is always a true indication of price policy and profits.

"The tremendous importance of the increase in margins can be fully appreciated only by con-

sideration of the enormous output of the Standard. The average increase in the margin for the products of both Pennsylvania and Lima crude oil combined (taking single years and not, as above, groups of years) from 1898 to 1904 was over 2 cents per gallon, and, allowing a very liberal estimate of one-half cent per gallon (25 per cent) for increase in the costs of production and marketing during this period, the net average increase in profit during these seven years would thus be at least 1.5 cents per gallon. If the same increase in profit be applied to the Standard's entire sales of all kinds of petroleum products in the United States in 1904, the profits for that year would be about \$21,000,000 more than they would have been on the basis of the prices and costs in 1898. As a matter of fact, the known increase of profits on its whole business, as stated hereinafter, was more than this.

"Similarly, for the year 1903, when the prices of oil reached their maximum, these prices would represent an increase in the Standard's profits on sales in the United States that year of nearly \$25,000,000 over prices and costs in 1898.

"These figures show conclusively the effect of the domination of the Standard on the amount that the public pays for its oil."

Under the subheading, "Standard's Power Due to Unfair Practices," the report goes on to declare that the Standard possesses "an improper and even an illegal advantage" in its pipe lines because it refuses to transport oil for others.

"The most important of these (referring to unfair practices)," continues the report, "the corner stone on which the Standard's power was first built up, was railroad discrimination.

"Almost equally effective in maintaining the Standard's position have been its unfair methods of competition in the selling of products. Thus, the Standard maintains bogus independent companies and thereby is able to escape the disadvantage due to anti-trust sentiment, as well as to cut prices to the particular customers of competitors without incurring the further loss of cutting prices to the entire trade in the locality. Again, the Standard maintains an elaborate system of espionage on the business of independent concerns, in particular securing almost complete reports of their receipts and shipments of oil by bribing railroad employees. Other less important methods of unfair competition pursued by the Standard are the giving of short measure and deception regarding the quality of the oil sold.

"Without railroad discrimination and unfair methods of competition the Standard could never have maintained its great proportion of the oil business in the United States while at the same time extorting such immense profits from the American consumer. The claim of the Standard that its control of the business is due to its ability to maintain low prices because of superior efficiency is a complete misrepresentation of the facts."

The real point at issue is not how much the Standard has made but the methods employed to make it. Where its money

has been made honestly the public is not concerned, but where it has piled up its millions through discrimination or unfair attacks against competitors it is a public concern the same as any other form of law breaking is.

The fine imposed on the Standard was not for the purpose of persecution but for the purpose of reform. The fine is a heavy one, but it ought to discourage corporations in their belief that a nominal fine for

law breaking is only another form of license to violate the laws made for their government.

But there is another real question involved in this case of Standard Oil against the people and that is, how far will the latter have to contribute toward the fine? Will the Standard be willing to pay the amount, if it has to pay, from the proceeds of the past few years that the court says has been illegally taken from the consumer?

## A School For Railroad Men.

We have it on reliable authority that a school for railroading is to be established in Chicago, and that it has back of it the largest railway systems of the country.

The purpose of the school is to train men so that they will be ready for railway service whenever they are needed. It might also be stated that they will be ready when they are not needed, for one of the features of the school is a promise of employment as soon as the pupil has graduated.

It is to be a correspondence arrangement, whereby the applicant for a position can continue his work on the ice wagon, or at the saw mill, while he is learning the duties incident to the performance of railway service. There is also a proposition included in the new idea to the effect that through it men will be fitted for promotion.

We are advised that the railroads interested will spend several hundreds of dollars annually, in the hope that the railroad labor market may be filled to overflowing with applicants for railway positions. Arrangements have been made to teach everything that enters into operation and transportation, and a large number of expert railroad men are supposed to be ready to take up the work of instruction.

There will be two sections to the school; the first will be for the preparation of students, and the second will prepare railroad men for promotion. The entire work will be done by correspondence, and it is said that the credits given by the "professors" will govern promotions on many of the rail-

roads, in the near future. At any rate, the student who passes the best examination will be guaranteed speedy promotion.

We are advised that among the men who were instrumental in starting this school are: T. P. Shonts, of the New York Street Car Lines; George H. Ross, vice president of the Clover Leaf; E. P. Ripley, president of the Santa Fe; Marvin Hughitt, president of the Northwestern, and B. L. Winchell, president of the Rock Island.

The men interested say that the school is started for the purpose of supplying a deficiency of 200,000 railway employes. The deficiency, as given, is questioned, but if there is a deficiency of this kind it is largely because railway managers have denied employment to so many experienced railroad men, because of what they consider physical inability to perform the duties of the service, and further because the men are in bad odor with their former employers. If the railway managers were disposed to treat their partly disabled employes as other employers do, the scarcity of skilled railway labor would not be so noticeable. The "black-list," while not openly showing in the employment of railway men, is nevertheless very much in evidence in the demand for service letters when an applicant seeks a position.

Another news note of a preceding date advised us that a number of railway managers had it in mind to establish a Bureau of Information and Employment in Chicago, through which every application for work

would go before employment would be given. The reason stated for this general employment bureau was that there were so many railroad employes who quit one position, for cause of their own, or who were dismissed, who would not be permitted to work elsewhere if their former employers knew it. The idea was to establish a sort of employment clearing house, so that no employe who had left the service, for any reason, could ever be re-employed unless the clearing house stamped its O. K. on his application for employment.

It does not necessarily follow that the general employment agency and the general school of instruction are to work together. It is natural, however, to regard either proposition with more or less suspicion. The purposes as stated by the managers may be absolutely true, but, in the nature of

things as viewed from the employes' standpoint, any attempt to overload the labor market will not be viewed with any marked degree of approval.

It is not the purpose of the JOURNAL to declare against either an applicant for a position, or promotion, knowing everything that it is possible for him to know. The correspondence school, however, as it has been presented, offers several serious objections in the way of practicability. In the first place, we have very little confidence in the correspondence method of teaching men practical things, particularly in the railroad service, and we have no confidence whatever in the proposition to allow the "professors" in a correspondence school to decide who shall, or who shall not be eligible for promotion in the railroad service.

## Things Doing.

**Foreign Goods or Foreign Workmen.** An exchange, from the other side of the industrial house, asks this question incident to the decision of the Attorney-General to the effect that a foreign lithographer is an artist and there are too few of him anyhow, and he, therefore, is open to contract for his labor with an American employer and may come right along without hindrance from the immigration law.

Why not put it this way. Shall we have foreign goods or foreign workmen working for foreign wages in this country? Whenever American wages and other conditions are better than wages abroad foreign workmen come to America. When American agents in Europe contract with foreign workmen for their services they either pay more than the prevailing wage rate or they secure inferior workmen. The trade union spirit is stronger in Europe today than it is in America. Skilled workmen realize what the requirements of their trade are at home and abroad. They know they work harder over here, work longer hours and must keep the pace or get out. The wages are a little higher here even taking the rush system into account, but the foreign work-

man must be offered extra inducements these days to tempt him from home. It is the unskilled that cannot be kept there, as the immigration statistics will show.

We have had a blind, pretentious state affair supposedly doing business in the interests of the American workmen for many years, but the same workmen are wondering where they come in under it. Competition has been shut off from other countries. The foreigner pays the tax, so they have been told, but they haven't been able to see it when the same taxed foreigner can purchase their products, freight paid and delivered in the Old Country cheaper than the producer can buy them at home.

As we have it now we have the foreign workman, nearly foreign wages and a business producing nation that for its size gets more on the market in a given time than any other, but the American workman pays more for the goods he makes than his foreign co-worker does. This question of American workmen, American products and American wages together with the purchasing power of the latter cannot all be told in one brief sentence even by an American employer.

That is a few of them did. The remainder did not take any interest in their new legislature and could not be dragged out by the political leaders to register.

When they did vote they showed their preference for home rule and their own idea of liberty by electing among their leaders one who has been off color for some time, but he is a progressivist and, as such, was the selection of his kind.

There are those who declare that the plan for teaching the Filipino how to govern himself does not meet with his approval and that he does not propose to stand for half-way doings. There is a pretty well defined sentiment, however, to the effect that the Filipino does not really know what he wants, and when he does, he has no idea how to go about to get it. They are discontented but do not realize how their discontent is to be lessened by acquiring a questionable sort of government.

There is an old idea that representative government is the best government, but when we look about us at some of the countries that do not have complete representation it is difficult to see where they are any worse off than those who govern themselves.

George Bernard Shaw declares that, "what people need is not abstractedly good government, but a government in accordance with their own notions of good government." This applies to the Filipinos without doubt, for our form of government is not according to their notions of good government.

When Judge K. M. Landis fined Standard Oil \$29,240,000 for the acceptance of low and unlawful rates from the Chicago

& Alton Railroad, he established a precedent in the way of maximum penalty for corporation wrong doing. The Standard was found guilty on 1,462 counts, and under the law the fine may be anything between \$1,000 to \$20,000.

Judge Landis went after the Standard without mercy. To the plea that acceptance of lower rates than were offered to competitors was right, he declared that "It is

novel, indeed, for a convicted defendant to urge the complete triumph of dishonesty as a reason why such course should go unpunished. Of course, there was no other shipper of oil, nor could there be, so long as by a secret arrangement the property of the Standard Oil Company was hauled by railway common carriers for one third of what anybody else would have to pay." Judge Landis declared that the rebate receiver or the contractor for illegal rates was more dangerous to society than the counterfeiter or the man who robs the mails.

The Standard attempted to show the judge where imposing a fine on all of the counts would be unconstitutional, but he evidently was willing to take his chances on the Constitution with them for he said, "It is the view of the court that, for the law to take from one of its corporate creatures, as a commission of dividend producing crime, less than one third of its net revenues accrued during the period of violation falls far short of the imposition of an excessive fine, and surely to do this would not be the exercise of as much real power as employed when a sentence is imposed taking from a human being one day of his liberty. In this connection it may be observed that the figures exhibiting the net earnings of the Standard Oil Company of New Jersey during the period covered by this indictment, are exceedingly instructive because of the peculiarly intimate relation between the character of the crime and the revenues of the offender.

The revenues shown for the time mentioned were \$199,800,000. The dividends paid during the three years, 1903, 1904 and 1905 were \$117,603,000, which left \$82,000,000 to be added to the surplus. Dividends declared during the past ten years amount to \$400,000,000.

The following epigrams are taken from the decision of Judge Landis:

"To take from a corporation one-third of its net revenues accrued during a period of violation is not as much real power as is employed when sentence is imposed taking from a human being one day of his liberty."

"It is the business of a judge to administer the law as he finds it, rather than to expiate upon the inadequacy of punishment authorized for its infraction."

"Common honesty among men ought not to be altogether ignored in business, even in this day."

"A jury is not required to accept an obviously impossible thing as true merely because in a lawsuit a witness may testify to its having happened."

"Great caution must be exercised by the court lest the fixing of a small fine encourage the defendant to future violations by esteeming the penalty to be in the nature of a license."

The Elkins law was defective, he said, because it provided fine only as punishment, but it was his duty to administer the law as he found it rather than to lament its inadequacy to punish as he thought it ought to be administered. Then he placed the fine and the rest will be up to the higher courts for final settlement.

The raid on stocks that followed the week after the fine was attributed to the work of the Standard and the statements were frequently given out that there was a general fear on the part of the investing public that the government was going to take away the revenues from all stocks by a series of prosecutions like those against the Standard.

If the stockholders in the various business concerns in this country are building up their hopes of being permitted to continue to beat the unfavored competitor by way of rebates and rate concessions they might as well unload for it looks as if the shipper would finally be treated fairly and not placed at a disadvantage because the big fellow received "inside" rates.

Thomas F. Millard, who has been a close student of Japanese methods of doing business, has stated that the attitude assumed toward the United States was one more shrewd game of Oriental politics with the purpose of shutting off any complaints that might be made by the United States against the trade exclusion of Manchuria and Korea.

Mr. Millard explains that Japan has feared vigorous protests from this country because of the conditions of trade in both countries which are particularly disadvantageous to American commerce.

He believes the object of the Japanese statesmen was accomplished when America was put in the wrong light before the world in the matter of school privileges in San

Francisco. The discussion that followed impeached the question of fairness on the part of the United States and the Japs propose to trade on that if the United States makes protest against trade conditions in Korea and Manchuria.

Oriental statecraft seldom appears on the surface. Always behind it there is something subtle and far from the purpose of the matter as it first appears.

Whatever the purpose of the Japanese game it is certain the Japanese will not put us next to it.

Out of the idea of collective bargaining for labor there is coming a sentiment that other things might well come under a sort of fixed rule as to costs, prices and wages that will place all things on a level. The collective plan of doing things, when confined to a certain territory, places all business of a class on an equal footing, if competition then cuts prices the loss is all with the owner who is willing to take less profit and secure the business.

It is the cheap man everywhere who threatens. The man who pays high prices is not a menace to his fellows, it is the other who cuts who is dangerous. The labor organization has tried to standardize wages and working conditions, the non-union man has done the reverse. The unorganized workmen all conspire to menace the standard of fair wages, and in self-defense, ought to realize what they are doing against themselves.

Professor Ross believes that standardization will eventually be the rule. In the *Independent*, he said:

The clash between commercial and utilitarian policies is all about us. Instance the refusal to rescue the children from the factory and send them to school; the letting girls wreck their health and unfit themselves for motherhood in four or five years rather than pay a little more for ribbons or gloves or bon-bons; the opposition to the labor unions that are absolutely the only thing that stands between the workingmen and the aging, killing pace of work that more and more the employing corporation seeks to force upon them; the allowing of private interests to butcher the na-

**Japan's  
Purpose.**

tural wealth of the Far West—under the name of “developing” the country—as they butchered the seal and the sea otter of Alaska; the willingness of good and conscientious men to let the wheels of industry and transportation redden and redden rather than pare a dividend in order to introduce safety appliances and methods; the reluctance to deal vigorously with alcoholism or deleterious adulteration or fake medicines, lest thereby we “hurt business.”

What I think I see coming is an era of standardized private business when—over

such area as still responds to competition—enterprises floating only standard securities, using only standard materials, employing only adult workers for a standard day, at a standard pace, amid standard conditions of safety and sanitation, will provide the consuming public with a standard product. Even within this harness there will still be left much room for the play of that ingenuity, progressiveness and efficiency which are so liable to vanish from a government industry no longer feeling the enlivening prick of competition.

## The Colorado And Southern Strike.

The settlement of the wage question with the managers' committee, at Chicago, last April, provided that the claims of the employees for a differential in yard rates in Denver, Colorado, and territory west of that point, would be withdrawn from the negotiations there without prejudice, and referred back to the individual roads interested for adjustment by their respective committees.

After the committees left Chicago, to put into effect the rates and rules for roadmen agreed upon there, they were unsuccessful in inducing the managements to grant the increase of two cents per hour to yard men. Various reasons were given for declining, the principal one being that they would not pay the rate until other roads in the territory agreed to pay it, and in some instances the managements gave the committees written statements to this effect. The biennial convention of our Brotherhood followed and took up the time of the officers for a month, or so, and no action was taken.

On July 19th, 1907, Vice Grand Master Newman, by direction of the Grand Master, again took up the yard wage question with the Colorado & Southern officials. The company declined to grant the increase, and stated that in doing so, they were acting on their own responsibility, and independently of whatever any other line might do. The officers of this road had previous-

ly declined to go into conference with other interested lines for a settlement of the question. An authorized strike of the yardmen employed on the Colorado & Southern Railway at Denver was declared at 3:30 p. m., July 19th, 1907, by the general committee, and approved by Brother Newman, acting under authority from the Grand Master.

Every yard man, regardless of affiliation of organization, left the service of the company in response to the strike order. The Grand Master reached Denver on July 27th, 1907, and on July 31st, August 1st and August 2nd, with the committee and Brother Newman, held meetings with Vice President Parker of the Colorado & Southern, but was unable to settle the matter, Mr. Parker taking the position that he would not be the first to grant the concession. At 12 o'clock noon, on August 3rd, the strike was extended to the roadmen, and their response was practically unanimous.

On August 13th, Brother E. P. Curtis, Second Vice President of the Order of Railway Conductors, brought about a meeting between the Grand Master and the Chairmen of our general committees for the Colorado & Southern, Rio Grande and Union Pacific, and Vice President Parker, of the Colorado & Southern, Assistant General Manager Martin, of the Rio

Grande System, and General Superintendent Park of the Union Pacific System.

As a result of this meeting the strike was declared off, effective 7 a. m., August 14th, 1907. All of the men who went on strike, and all of the men who went out in sympathy with them, were returned to their former positions, without prejudice, and all of the men who took the places of those who went on strike were removed from the train and yard service of the company. The strike was declared off, conditional upon an understanding that a meeting of officials of western lines and representatives of the Brotherhood would be held at Denver, Tuesday, August 20th, 1907, for the purpose of settling the differential question for the territory.

At the time of going to press, the results of the conference with all of the lines in the territory affected had not reached this office.

The strike on the Colorado & Southern was a remarkable one in several respects. The withdrawal from the train and yard service of every member, and of almost

every other employe, regardless of affiliation, was a feature that does not often occur in railroad strikes. The fact that not a single man who left the service of the company, deserted the organization, is another remarkable feature, and speaks most emphatically for the loyalty of the men to their organization, and a belief in the justice of their demands for better wages.

The agreement between the company and the organization dismissed every strike breaker from the service, and returned every striker to it, without prejudice. These are two features that are seldom a part of strike history. The attitude of the men during the strike, and their strict compliance with the law, gained for them the confidence and good will of the people in the several localities in which the strike was effective.

The position of the men throughout the strike is to be commended, and their adherence to the organization; its laws and principles, and to the justice of their demands will be a striking example for all time to come.

---

## Trainmen On The Fair List At Pittsburg.

---

The readers of the JOURNAL will remember that one year ago the United Labor League of Western Pennsylvania placed the Brotherhood of Railroad Trainmen on the "unfair" list, because of charges presented by the Switchmen's Union, in connection with the Monongahela Connecting Company's strike.

The Switchmen's Union made the charge that the company was dismissing its employes because they were members of the Switchmen's Union, and that when a legal strike was called by that organization, the B. of R. T. furnished men to take the places of the strikers.

At the time the charges were preferred, the League appeared to be under the control of the sympathizers of the Switchmen's Union, and no attention was given to the

protests made against the charges by the B. of R. T.

The right thinking members of the League have never been satisfied with the decision of that body, and on July 14th, 1907, a resolution was offered to the League to take the Trainmen from the "unfair" list. As a result of this resolution, a committee was appointed, and the Trainmen and Switchmen asked to come before it.

A number of conferences were held at which the Trainmen and Switchmen were represented. The committee decided the Switchmen had misrepresented the case in every sense and it exonerated the Trainmen. The B. of R. T. was taken from the unfair list and the injustice of placing it thereon thus acknowledged.

# NOTES

**WANTED.**—To know the whereabouts of H. J. Law; formerly employed on the P., C. C. & St. L. R. R., at 59th street, Chicago, as yard conductor. Address, Secretary of Lodge No. 479.

**WANTED.**—To know the whereabouts of Patrick Keating, Lodge No. 199. Gone from Erie some time. Last heard from eight months ago. His father is ill. Address, Financier of Lodge No. 199.

## INFORMATION WANTED!

A suitable reward will be paid for the address of J. T. McKernon, a boiler maker. Important news awaits him. Address all information to M. J. Kilroy, N. Y. Life bldg., Kansas City, Mo.

**WANTED.**—To know the whereabouts of W. R. Cox; last heard from at Birmingham, Ala., switching for the H. & S. R. R. His mother is very anxious to hear from him. Address, Mrs. M. C. Cox, No. 1304 Broadway, Fort Worth, Texas.

**WANTED.**—To know the whereabouts of Byron Rosa, who left his wife and two small children in October, 1906. Any information concerning him will be very much appreciated by Mrs. Byron Rosa, No. 2467 West 10th street S. W., Cleveland, Ohio.

**WANTED.**—To know the whereabouts of George F. Hawke, formerly a conductor out of Moose Jaw, Sask., in 1885. Information of great importance awaits him. Address, either P. D. Shand, Box No. 801, Moose Jaw, or John Gallagher, engineer, Moose Jaw, Sask.

**WANTED.**—To know the whereabouts of J. J. Hughes; member of Lodge No. 479; last heard from in Idaho. Very important news awaits him, on account of settlement with street car company. Address, F. H. Brown, No. 131 South Canal street, Chicago, Ill.

**WANTED.**—To know the whereabouts of J. S. Foye, of Lodge No. 546; last heard from at Conneaut, Ohio. Also J. H. Hieronimus, of Lodge No. 546; last heard from at Emporia, Kans., about three months ago. Address, Phil S. Billings, Financier Lodge No. 546.

**STANHOPE, N. J.**—Lodge No. 202 is in splendid condition, and admitting new members, and the records show that we have made splendid progress since January 1st of this year. There are a number of new members in sight, and everything is coming along splendidly. C. C. Lewis.

**WANTED.**—To know the whereabouts of H. A. Thompson; last heard of was working for the Iron Mountain Ry., at Argenta, Ark., also in Poplar Bluff, Mo. His wife and three children are very anxious to see him. Address, Mrs. Minnie Thompson, No. 1100 Ayars place, Evanston, Illinois.

**WANTED.**—To know the whereabouts of Jack Durant, who was initiated in Lodge No. 656, March 5th, 1907, and who claimed Fostoria, Ohio, as his home. A few days after he was initiated, he left here, going home he said. Nothing has been heard from him since that time. Address, C. B. Applegate, Master Lodge No. 656.

**WANTED.**—C. L. Hinebaugh, of St. Paul Lodge No. 122, to write his mother. No word received from him since the first of May. Last heard from was working at Amarillo, Texas, about June 1st. Any information as to his whereabouts since then, or now, will be thankfully received. Address, E. A. Hinebaugh, Box 730, St. Louis, Missouri.

**WANTED.**—To know the whereabouts of Howard Adams. Last heard of July 4th, 1906, in Alliance, Neb. He was in the employe of the B. & M. R. R. as brakeman. Age 21 years, 5 feet 10 inches tall, weighs 230 pounds, brown hair, blue eyes. His sister is very anxious to hear from him. Address, Mrs. Anna Miller, Lock Box No. 123, Ket-chikan, Alaska.

**WANTED.**—To know the whereabouts of B. F. Lister, a member of Lodge No. 334, who left his home to go West and hunt work. He has blue eyes and is fair and slim; about average height. He was formerly a conductor on the Great Northern Railroad. His wife is sick, and has three children to take care of. Address, Mrs. B. F. Lister, Breckenridge, Minn.

**WANTED.**—To know the whereabouts of Andy Showers, a member of Lodge No. 187, Buffalo, N. Y. He worked for the B. & O. R. R. at South Chicago; last heard from March 20th, 1907. He weighs 187 pounds, 5 feet 10 inches tall, brown moustache, gray eyes, scar on right eyebrow, scar on left cheek, one near left ear, and on back of neck and left shoulder, hair very thin on top of head, and a dark brown complexion, very sallow. Address, G. W. Hummell, No. 201 May street, Buffalo, N. Y., or his wife, Mrs. A. J. Showers, R. F. D. No. 3, Erie, Pa.



## BROTHER THOMPSON RELEASED.

Brother J. H. Thompson, of Lodge No. 240, who was tried and sentenced for a train wreck in Canada, mention of which has been made in previous issues of the JOURNAL, was pardoned on July 11th.

The release of Brother Thompson will be very much appreciated by the members of our organization.

\* \* \*

SYRACUSE, N. Y.—Lodge No. 230 has gone over the two hundred mark, and is admitting members at every meeting. There is a good job here for every brother on the Mohawk Division of the New York Central. Our train master can use all good B. K. T. men who come this way.

Brothers desiring positions will please look up the Journal Agent of Lodge No. 230.

\* \* \*

I received the "QUEEN" Watch, and it is O. K., and much better than I expected. It is a splendid time-keeper, and a beauty. Everyone that sees it thinks it a valuable prize for only thirty subscriptions, and I am very thankful to you for it.

Yours fraternally,

E. E. SPIVEY,  
Lodge No. 760.

\* \* \*

## UNION MEETING AT CUMBERLAND, MD.

There will be a grand union meeting at Cumberland, Md. on September 23rd and 24th. Everybody is invited to be present and an all around good time is assured. Everybody who can ought to be there.

\* \* \*

## WORE "HEADLIGHT" OVERALLS AS BALL COSTUMES.

We believe all of our readers will be interested in the "HEADLIGHT" ad, which appears on the first page of this month's magazine. The men whose pictures are there shown represent the committee in charge of the recent ball, given by the B. of L. F. & E. Lodge No. 127, of Winnipeg, Manitoba.

They conceived the idea of all dressing in complete suits of "HEADLIGHT" overalls as their ball costume. Looking at the photograph, it is easy to believe that they were the hit of the evening.

\* \* \*

DISAPPEARED.—Following is a description of Brother J. P. Kreisher, of Lodge No. 54; lost in Chicago, since Friday evening, May 31st. He was 43 years of age, 6 feet tall, weighs 245 pounds, light hair, sandy moustache, blue eyes, scar on right side of nose. When last seen had on brown small striped suit of clothes, with a T tear in right leg of trousers. Had on a black soft hat, and carried a small telescope grip. Please notify all lodges in Chicago and western country, as it is thought he might be demented, on account of

accident received some time ago, and is wandering about.

The different orders, business houses and the public have subscribed a reward of three hundred dollars for the finding of Brother Kreisher, and the money is in the First National Bank of Bellevue, Ohio.

A. I. LONGSTREET.

\* \* \*

## CAR REPAIR MEN'S GUIDE.

The JOURNAL has received from the McConway & Torley Co., of Pittsburg, Pa., a little book that contains a world of useful information to railroad men in general, but, particularly, to car repair men.

The object of the book is to place definite information in the hands of the men, so that proper repairs may be secured, and the many annoyances incident to car troubles may be done away with.

A copy of this book will be sent free to any railroad man who asks for it. Our readers are requested to call the attention of car repair men to this work, and to advise them to send for it. Write, McConway & Torley Co., Pittsburg, Pa.

NORRISTOWN, PA.—Lodge No. 610 is growing rapidly, although the attendance at meetings is sometimes small. We have one hundred and sixty-eight members in good standing, due to the hearty co-operation of all members, especially our Master and other officers of the lodge.

Every member, who possibly can, should make it a point to attend meetings, which are held the first and third Sundays of the month.

Fraternally yours,  
R. A. SESSION,  
Lodge No. 610.

\* \* \*

## LOST!

The following articles herein mentioned as lost, if found, will please be returned to the Financier of the lodge of which the loser is a member.

C. R. Weirich, Lodge No. 158; receipts.

Harry Burgess, Lodge No. 65; receipts from February to August.

G. E. Beasley, Lodge No. 747; receipts, including July, 1907; also order for secret work.

A. L. Dirr, Lodge No. 141; receipts, traveling card, and Y. M. C. A. card.

R. J. Hawkins, Lodge No. 132; red leather pocketbook, containing receipts, bills, etc.

A. Crittenden, Lodge No. 15; receipt case containing B. R. T. and B. of L. F. & E. receipts and cards.

W. J. Morrison, Lodge No. 122; pocketbook containing receipts for June, July, August and September; also traveling card.

Wm. H. Hoxsie, Lodge No. 496; card case, containing receipts, also a pass issued by the N. Y., N. H. & H. R. R., good on the Shore Line and Taunton Divisions.

Frank B. Ewing, Lodge No. 198; card case, containing one year's receipts, including August, one meal ticket on Nelson Bros., Racine, one meal

ticket on Carlton, Beloit, and one ticket on Anderson, Savanna.

G. F. Lawrence, Lodge No. 158; August O. R. C. receipt, K. of P. and Elks receipts, B. & O. pass, Y. M. C. A. card, and other papers. Return to the Y. M. C. A., at Chicago, Ohio.

#### NEWARK LODGE NO. 219.

At our last meeting, July 28th, we had probably the smallest attendance on record, and this in view of the fact that there are enough members of this lodge living right here in the city of Newark, not to mention near-by towns, to make a good attendance. Some of our regulars were not present either. This seems to be a failing with other orders besides ours; but why, brothers, should it be? We only meet twice a month, and surely any man can spare at least one Sunday out of four to meet with us. A well attended meeting is an encouragement to the working force of any lodge, while nothing is so discouraging as to look around the room at rows of empty chairs. I am well aware that we are having our spell of hot weather, and it is almost an effort for most of us to move, even, but why not make an extra effort, all of us, to be more regular in our lodge attendance. Our sessions are not without interest. Come and see us.

The summer season is almost over and soon there will be more changes among the "boys" and they will be settled down for the winter months, and the baggagemasters will be happy. Business is and has been good on the Lackawanna and conditions are, in the majority, all that could be desired. The chairman of our local grievance committee is a conservative man, well fitted for such an office.

Beginning with the advent of cooler weather, No. 219 will inaugurate the system of holding some Sunday meetings in Gladstone for the convenience of the brothers on the P. & D. branch and immediate vicinity. This will be an innovation for our lodge and we hope our members who can will be with us on these occasions.

Arrangements are rapidly being completed by the committee having in charge our anniversary entertainment which will be held on September 11th. This lodge was twenty years old August 20th, and we intend to celebrate the occasion in a befitting manner. A cordial invitation is extended to all members of the Order to be with us; also we extend to the ladies of the L. A. to the B. of R. T. in this vicinity a special invitation to honor us by their presence on this occasion. The affair will be held at 481 Broad street (Masonic Hall) in the room on floor below our lodge room. We hope that out of respect to this grand old lodge every member who possibly can will be present and help us to make this a grand success.

With a feeling of good fellowship for all railroad men in our land who are Brotherhood men, and a hearty desire to see every man in train or yard service a member of our Order, I will close.

JOURNAL AGENT, No. 219.

#### Business Subscribers Received For August

Under this head the JOURNAL will print once the name, business and business address of each business firm, or, of each person in business for himself, or, representing a business firm as its agent who subscribes for one year. The idea is to inform our readers who among their businessmen have subscribed and to recommend to them the fairness of giving their patronage to those who have patronized the JOURNAL.

#### LOS ANGELES, CAL.

Received from N. J. Pemackel, Lodge No. 74: Luckenbach & Co., Jewelers.

#### LAS VEGAS, NEV.

I. F. Quintal, Turf Restaurant.  
Arizona Club.  
H. H. Farrell, Turf Saloon.  
Nevada Hotel.  
New York Store, Gents' Furnishings.  
Boggs & Co., Confectionery and Cigars.  
Wilson Drug Co.  
Dr. Ray W. Martin.  
Ray T. Lockett, Cafe.  
M. C. Thomas, Grocer.  
A. H. Cramer, Barber Shop.

#### HEARNE, TEXAS.

Received from J. W. Maxwell, Lodge No. 167:  
I. D. Hall, Restaurant.  
John Lanmon, Barber.  
Vance Kirby, Cafe.  
W. P. Ferguson, Cashier First National Bank.  
J. Felton Lane, Lawyer.  
C. P. Welch, Broker.  
A. B. Boyd, Druggist.  
F. W. C. Karney, Saddler.

#### HOUSTON, TEXAS.

Commercial National Bank.

#### LONDON, ONT.

Received from C. Veech, Lodge No. 415:  
Dr. McNeel, 338 Dundas.  
F. Simmons, Shoe Store, Dundas street.  
J. Taylor, Hardware, 371 Adelaide street.  
J. Freyzell, Barber, 661 Dundas.

#### AMARILLO, TEXAS.

Received from V. O. Fountain, Lodge No. 608,  
Zillman & Son, Restaurant, 112 Lincoln.  
J. C. Leaman, News Stand, 108 Lincoln.  
Frank Winkler, Cafe, 108 Lincoln.  
B. Mathias, O. K. Barber Shop, First street.  
The Stag Saloon, 514 First.  
C. J. Blackburn & Co., Clothiers, 104 Lincoln.  
Alex. Shields, Clothing, 113 E. Fourth street.  
A. E. Parish, Elk Cafe, 309 Van Buren.  
C. F. Mayer, Billiard Hall, 415 Polk.  
Trent Bros., Drugs, 419 Polk.  
Saylor & Kendall, Clothing, 414 Polk.  
The Famous, Shoes and Clothing, 407 Polk.  
Amarillo Bank & Trust Co., 400 Polk.  
Drs. Johnston and Fly, Eberstadt Bldg.  
Dr. J. P. Wood, Dentist, Eberstadt Bldg.  
The Monarch Barber Shop, 415 Polk.  
Henry Bishop, District Attorney, Lock Box 122.  
Wharton & Densmore, Pool Hall, 204 Lincoln.

L. C. Barrett, Attorney at Law, Rooms 7-8, Holland Building.

W. E. Gee, Attorney at Law, Room 2, 46 Polk.  
N. H. Tudor, County Treasurer, 601 Lincoln.  
Griffin & Collins, Grocery Co., 416 Polk.  
Amarillo National Bank, 401 Polk.

#### SAN BERNARDINO, CAL.

Received from A. Ledgerwood, Lodge No. 278:  
Julius Ohel, Wholesale Meats.

#### MICHIGAN.

Received from Wm. N. Trudeau, Lodge No. 367:

#### HANCOCK.

P. Ruppe & Son, General Merchandise.  
Simon Fisher, Men's Furnishing and Clothing, 126 Quincy.

I. Blum, Cigars, Tobacco, etc., 203 Quincy.  
August Pelto, Merchant Tailor, 215 Quincy.  
W. J. Carroll, Barber Shop, 307 Quincy.  
N. A. Metz, The One Price Clothier, 206 to 208 Quincy.

Frimodig & Co., Gents' Furnishings, 110 Quincy.

Jacob Gartner, Dry Goods.

#### KEARSARGE.

J. P. Petermann, General Merchandise.

#### LAKE LINDEN.

John Bond, Barber Shop and Baths.  
E. F. Sutton Co., General Merchandise.  
L. Hennes & Co., General Merchandise.  
John Peiffer, Groceries.  
Bosch Brewing Co.

- E. Guilbrault, Manufacturing Jeweler.

#### LAURIUM.

Calumet Gas Co., Hecla street.  
M. N. Seifut, Cigar Factory, L. Linden ave.  
Benj. Marsh, Central Barber Shop, Cor. 4th and Hecla streets.

Math. Samida, General Merchandise, 429 Osceola.

Peter Heimlich, Jr., Cigar Factory, 321 Kearsarge.

R. T. Harvey, Calumet Bottling Works.  
Chas. Labine, Barber Shop, Cor. Third and Osceola.

Leon Sacks, Globe Shoe Co., 102 5th street.  
John R. Ryan, Livery and Undertaking, Cor. 6th and Portland.

Burille & Ceuma, Confectionery, 220 Oak.  
Hotel Michigan.

Baer Bro., Meats and Provisions, 201 5th.

#### SAXTON, PA.

Received from Elmer Oler, Lodge No. 755:  
H. C. Huff, Shoe Dealer.

#### TRAVERSE CITY, MICH.

Received from A. G. Plant, Lodge No. 539:  
Frank Agard, P. M. Eating House.

#### OSKALOOSA, IA.

Received from J. C. Dowell, Lodge No. 152:  
J. B. McCurdy, Furniture Co.  
W. H. White, Meat Market, 208 S. "I"  
Blun & Boundler, Shoe Store.  
F. F. Lafferty, Groceries, 411 S. First street.

#### LOUISVILLE, KY.

Received from H. A. Carfield, Lodge No. 156:  
P. H. Eisenminger, Cafe, 34th and Market.  
H. L. Fleming, Dry Goods and Gents' Furnishings, 3528 4th street.

W. B. Hopkins, Druggist, S. W. Cor. 4th and P streets.

T. J. Somre, Cafe, 315 W. P. street.  
A. Plock, Drugs, 12th and Delaware.  
Henry Stockhoff, Grocery and Cafe, 15th and Oak.

Geo. Deckmann, Union Cafe, 222 E. Market.  
T. A. Blanford, Funeral Director, 3111 4th ave.  
Schuster Bros., Clothing and Furnishings, 108 E. Market.

Dr. U. N. Smith, 1212 Frankfort.

#### ST. LOUIS, MO.

Received from Katherine O' Malley.  
M. Mullen, Undertaker, Coleman and N. Market.

St. Louis Regalia Co., 1120 Pine.

Ed. C. Keevil, Hatter, 113 N. 6th.

#### GALESBURG, ILL.

Received from R. A. Straub, Lodge No. 24:

J. W. Cavanee, Buffet, 63 S. Prairie.

J. Doll, Buffet, 35 S. Prairie.

Bank of Galesburg.

R. N. Hoopes, Union Hotel.

F. A. Dean, Undertaker, 53 N. Cherry.

E. B. Wade, Jeweler, 147 Main.

W. A. Anderson & Co., Shoes, 206 Main.

Spear & Otway, Illinois Hotel.

#### NIAGARA FALLS, N. Y.

Received from Wm. P. Crotty, Lodge No. 639:  
Oscar Wagner, Market Hotel, Main and Linwood avenue.

Dr. J. L. Bishop, Medical Examiner for B. of R. T. and L. A. to B. of R. T., 2011 Main.

A. M. Thomas, Official Watch Inspector N. Y. C. Lines, Arcade Bldg.

R. G. Van Wagoner, Groceries, 1907 Main.

#### FORT COBB, OKLA.

Received from C. Reniff, Lodge No. 532:

James H. Deer, Farmer.

#### MEMPHIS, TENN.

Received from F. H. Stroud, Lodge No. 449:

Schlitz Brewing Co., N. Main.

H. C. Philyou, Saloon and Groceries, 613 N. Main.

Benham Furniture Co., 4th and Poplar.

#### ARGENTA, ARK.

Argenta Steam Laundry, 508 Main.

#### PITTSBURG, PA.

Received from J. W. Stemple, Lodge No. 244:  
Wm. Baldwin, The Shoe Man, 4900 2nd avenue.  
Diamond Real Estate Co., 4862 2nd avenue.  
R. Duffy, Hotel and Restaurant, 4850 2nd ave.  
George C. Helt, Cigar and News Stand, 4800 2nd ave.

#### LONDON, ONT.

Received from Chas. Veech, Lodge No. 415:

J. A. Hatton, Tobacconist, 780 Dundas.

A. A. A. Arthurs, Dry Goods, 702 Dundas.

Elliott & Olmstead, Undertakers, 296 Dundas.

## POPLAR BLUFF, MO.

Received from Archie Lane, Lodge No. 699:  
 J. H. Perkine, Jeweler, 2008 S. Main.  
 John Macom, Merchant, 107 N. Main.  
 Ira W. Seybold, M. D., 317 Vine.  
 F. B. Nixon, Recorder of Deeds, Butler Co.  
 Wm. McGuire, Clerk of Circuit Court.  
 Furguson & Horstman, Hardware and Furniture.  
 Snyder-Hamilton Marc. Co., 231 S. Main.  
 G. W. Cameron, Jeweler, 117 S. Main.  
 J. J. Freer, Wines and Liquors, S. E. Cor.  
 Maine and Vine.  
 Armon Walker, General Merchandise, 100  
 Front.

## HATTIESBURG, MISS.

Received from J. B. Coyle, Lodge No. 771:  
 Dozier Drug Co.  
 A. C. Cherry, Attorney at Law.  
 J. Dorham, Barber Shop, Pine street.  
 Dr. W. H. Doty, B. R. T. Surgeon.  
 J. L. Norton, Progress Office.

## JEFFERSON CITY, MO.

Received from J. L. Doolittle, Lodge No. 637:  
 C. J. Miller, Senate Bar.

## LIMA, MONT.

Received from W. A. Perkins, Lodge No. 313:  
 S. B. Burnside, Wines, Liquors and Cigars,  
 Opera House Saloon.

## BONHAM, TEXAS.

Received from R. S. Lee, Lodge No. 620:  
 A. Ives, Proprietor T. & P. Dining Hall.

## HAMMOND, IND.

Received from Ernest Bedson, Lodge No. 731:  
 R. Colby, Saloon, 244 Fayette.

## DODGE CITY, KAS.

Received from F. L. Dickinson, Lodge No. 96:  
 L. J. French & Co., Gents' Furnishing Store.  
 The Bee Hive, Dry Goods Store.  
 The Bargain Store.

## LA JUNTA, COL.

J. A. Burwell, Jeweler.

## SALIDA, COL.

Received from W. Henry Curtis, Lodge No. 31:  
 E. R. Alexander Mercantile Co., F street.  
 W. P. Williamson, Liquors, Cor. F. and First.  
 Charlie Fowler, Cafe, F street.  
 Phibbs & Hutchinson, Billiard Hall, 117 E First.  
 Borckenstine & Cooper, Agents for Wanita  
 Springs Rye, Cor. F and Front.

## CALIFORNIA.

Received from Tim O'Brien, Lodge No. 74:

## COLTON.

J. W. Lukes, Insurance Agent.  
 J. H. Brewster, Transfer Man.  
 Dr. H. M. Hays, Dentist.  
 George F. Reeves, Barber Shop, Anderson  
 Hotel.  
 E. W. Cosgrove, Jeweler.  
 Max, The Clothier.  
 J. W. Fauch, Cafe, 8th avenue.  
 O. L. Emery Hardware Co.  
 Stickney Bros., Butchers.  
 Prescott Fuller, Colton Club Stables.

## Domenschenz &amp; Co., Saloon.

R. E. Williams, S. P. Lunch Counter.  
 J. Roussillor, Piano Dealer.  
 Colton Pharmacy.  
 D. W. Millett, Department Store.  
 LOS ANGELES.

H. C. Kelly, Saloon.

## SACRAMENTO, CAL.

Received from A. Norton, Lodge No. 197:  
 Faust & McGinnis, Liquor Dealers, 601 J.  
 J. Lycke, Liquor Dealer, 615 K.  
 L. Idardo, Liquor Dealer, 615 K.  
 H. L. Stick, Hatter, 815 K.  
 H. George, Cigars, 501 K.  
 W. B. Welch, Cigar Store, 616 K.  
 J. Tofft, Restaurant, 517 K.  
 D. Griffiths, Cigar Store, 300 K.  
 S. Stone, Tailor, 431 K.  
 H. Schmidtgen, Cigar Store, 513 K.  
 G. Petrovitch, Restaurant, 1021 Third.

## SPOKANE, WASH.

Received from F. E. Vogleson, Lodge No. 307:  
 J. B. Wilcox, Real Estate, 9 Division.  
 M. J. Bencke, Groceries and Provisions, E. 110  
 Third avenue.  
 Geo. Ledford, Division Cafe.  
 M. J. Malone, Pedicord Barber Shop.  
 A. B. McMadden, Queen City Liquor Store.  
 H. P. Leed, Proprietor Orpheum Bar, 208 River  
 avenue.

J. F. Richardson, Proprietor Division Street  
 Bar, 1 Division.

Simen Piano Co., First and Post.  
 Wonder Department Store.  
 F. Yager, Sprague Street Cafe.  
 Museum Curio Jewelry, 253 River avenue.

## BELLEVILLE, KANS.

Received from O. R. Walker, Lodge No. 400:  
 Foster Lumber Co.  
 Hostettler Bros. & Carstenson, Dry Goods and  
 Groceries.  
 H. L. Pierce, Jeweler.  
 Johnson Bros., Hardware.  
 The National Bank.

## McGEHEE, ARK.

Received from F. H. Stroud, Lodge No. 449:  
 W. H. Cheatham, Railroad Eating House, cor-  
 ner 2nd and Pine.  
 Jones Liquor Co., 106 Front.  
 Isadore Freeman, The Hub Clothier, 104 Front.  
 C. P. Jones, Tonsorial Parlors, 110 Front.  
 W. H. Murphy, Fine Liquors, 302 Front.  
 W. H. Hoover, Billiard and Pool, 106½ Front.  
 W. Rudisell, Meat Market and Furnished  
 Rooms, corner 2nd and Pine.

## DODGE CITY, KANS.

Received from F. L. Dickinson, Lodge No. 96:  
 Rath & Bainbridge, Druggists.  
 Home Furnishing Co.

## WASHINGTON, D. C.

Received from H. West, Lodge No. 484.  
 George Sheftel, Grocer, 633 Orleans Pl., N. E.  
 M. B. Korman, Watchmaker, Jeweler and Op-  
 tician, 706 H. street, N. E.

**McKEES ROCKS, PA.**

Received from Jas. Nicodemus, Lodge No. 321:  
Mrs. E. W. Carson, Restaurant, 512 Island  
avenue.

Wellar & Nixon, Pool and Billiards, 703 Island  
avenue.

Jno. F. Kingsley, Hotel, 707 Island avenue.  
W. B. Honker, Groceries, 516 Island avenue.  
J. E. Grunder, Fresh Meats, 532 Island avenue.  
Jno. J. McNamara, Hotel, 5446 2nd avenue.

**BOONE, IOWA.**

Received from J. M. Lawrence, Lodge No. 204:  
F. R. Hinman, Grocer, 1025 Story.  
N. R. Olson, Baker, 1023 Story.  
Canier Bros. & Herman, Boots and Shoes, 901  
Story.

E. J. Marsh, Jeweler, 818 8th.  
Geo. Echstein, Jeweler, 819 8th.

**PENNSYLVANIA.**

Received from C. C. Burkholder, Lodge No.  
218:

**MILL RUN.**

W. D. Yonkin, Farmer.  
C. R. Burkholder, Farmer.

**CONNELLSVILLE.**

J. H. Cook, Carpenter, 323 Cottage avenue.  
C. W. Port, Tailor, Pitts street.  
James McGloin, Hotelkeeper.  
B. Henry, Carpenter.  
E. W. Horner, Tailor, 128 N. Pitts.

**NICHOLA.**

J. W. Burkholder, Stock Dealer.

**DRAKETOWN.**

W. M. Burkholder, Postmaster.

**LINCOLN, NEB.**

Received from Mrs. H. L. Dunn, L. A. 217:  
F. B. Harris, Jeweler, 1137 O.

C. Straka, Grocer, 710 S. 19th.  
M. H. Hickman, Grocer, 148 N. 14th.  
E. Fleming, Jeweler, 1211 O.  
The Sterling Clothing Store, 1217 O.  
Sanderson Shoe Store, 1229 O.  
Matthews Piano Co., 1120 O.

**TUSCALOOSA, ALA.**

Received from A. C. Lawhon, Lodge No. 161:  
A. A. Shaw, Department Store.  
W. A. Collier Drug Co.  
The Snow Shoe Co.  
Ben F. Eddins, Men's Furnishings.  
Tuscaloosa Steam Laundry.  
W. A. Hilbush, Sporting Goods.  
Oak City Drug Co.  
J. C. Hanley, Livery, Feed and Sale Stable.  
D. L. Robertson, Groceries.  
Foster Undertaking Co.  
Fincher & Orment Jewelry Co.  
J. P. Clements, Ten Cent Store.  
Roby Shoe Co.  
M. F. Cannon & Son, General Merchandise.  
The Eagle Store, Dry Goods, Clothing and Shoes.  
J. Q. Bush, Lumber.  
M. T. Ormand, Lawyer.  
Simpson & Glick, Tailors.  
Judge Henry B. Foster.  
Maxwell-Raiford Jewelry Co., Watch Inspectors,  
M. & O. R. R.  
Neilson-Smith Shoe Co.  
C. D. Smith, Hardware.

**McCOOK, NEB.**

Received from G. F. Kinghorn, Lodge No. 487:  
Dr. J. D. Hare.

**NEW YORK CITY.**

Received from H. F. Vollmer, Lodge No. 482:  
Louis Bernet, Cigar Store, 126 Willis avenue.

**NOTICE OF GRAND DUES ASSESSMENT No. 109****OCTOBER, 1907.****TWENTY-FIVE CENTS.**

# GRAND LODGE OF THE BROTHERHOOD OF RAILROAD TRAINMEN.

**OFFICE OF GRAND SECRETARY AND TREASURER.****TO SUBORDINATE LODGES:****CLEVELAND, OHIO, SEPT. 1, 1907**

DEAR SIRS AND BROTHERS: You are hereby notified that the amount of Twenty-Five Cents for Grand Dues Assessment No. 109, for the month of October, 1907, is due from each and every member, and must be paid to the Financier before the first day of October, 1907. A member failing to make payment as herein required shall become expelled without notice or action. See Section 128, Constitution Subordinate Lodges.

The Financier is required to forward said Assessment to the Grand Lodge before October 5, 1907, for each member on the roll, and for members admitted or readmitted during the month of October the Financier must send this Assessment with the report of admission as per Section 105, Constitution Subordinate Lodges.

Fraternally yours,

  
 GRAND SECRETARY & TREASURER


## You'll Never Pass This Way Again

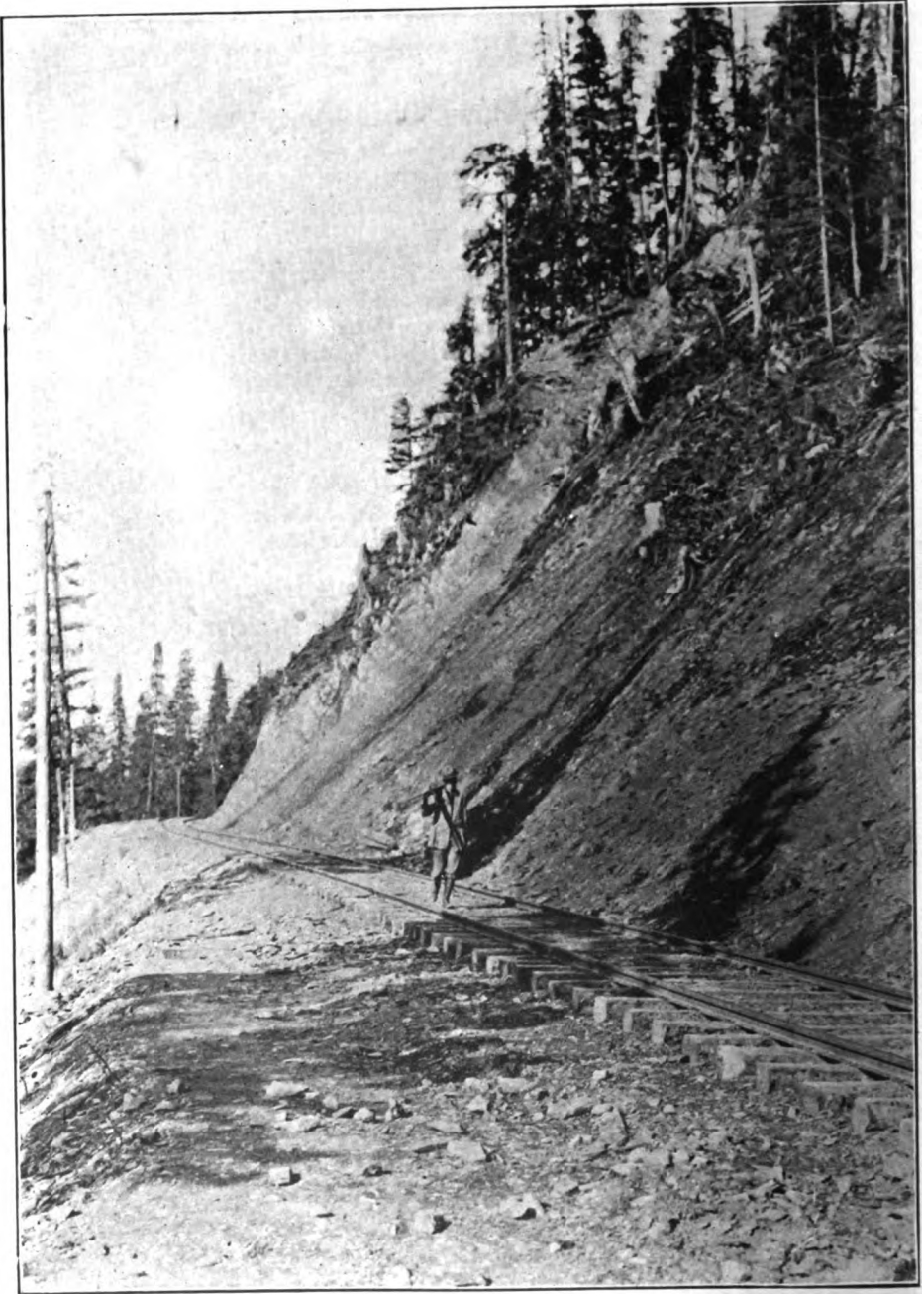
BY ADELBERT CLARK

You'll never pass this way again,  
So leave no duty partly done;  
Be loyal to your friends, and live  
In fear of God, from sun to sun.  
And while you live do kindly deeds  
And show a heart sincere and true;  
Live such a life that other men  
Will care to pattern after you.

Some think it matters not, when we  
Have passed this life of pain and tears,  
But, friends, our kindly words and deeds  
Will blossom on, in after years.  
The world remembers godly men  
And honor still their resting plot,  
But, like the chaff, the worldly throng,  
Soon pass away and is forgot.

The one who in the contest wins,  
Though scarred by sin's unfettered creed,  
Shall wear a crown of righteousness  
Set thick with gems for each kind deed,  
Shall hear the great Triumphant song,  
And hear from God the "Welcome in,"  
For every deed of kindness done,  
Shall hide a multitude of sin.

While at our best, we often fail,  
'Tis meet that we should look to Truth,  
For Good and Evil born in men,  
Is bound to follow sage and youth.  
So learn the Master's kindest wish  
And sow the best of manly grain.  
Be honest with the world and friends,—  
You'll never pass this way again.



ON THE ALASKA CENTRAL RAILWAY NEAR GROUSE LAKE, ALASKA.

# RAILROAD TRAINMEN'S JOURNAL

Published Monthly by the Brotherhood of Railroad Trainmen.  
Entered at the post-office at Cleveland, Ohio, as second-class matter.

D. L. CEASE  
EDITOR AND MANAGER



SUBSCRIPTION PRICE  
\$1.00 PER YEAR IN ADVANCE

VOL. XXIV.

OCTOBER 1907.

No. 10

## Why Working Women Must Organize.

MARGARET DRIER ROBINS.

**T**HE government report of the census for 1900 shows that more than five million women were engaged in gainful occupations in the United States during that year. This report further shows that the average wage for these women was less than \$270 a year, and that more than 50 per cent or over two million five hundred thousand women workers were under 24 years of age. This extraordinary condition marks a revolution in industry and is steadily increasing.

For so many centuries women have worked as individuals in their own homes that they enter industry unorganized. They have no standard of hours, wages or working conditions. They take what is given and work as they are told. The first social effect of women in industry is to lower the standard of wages and living for all laborers in related trades. This not only places the particular women under conditions of long hours and short pay, but it adds to the difficulties of those who are seeking to maintain fair hours, fair wages and American standards for home life in every trade. The wives and children of the men competing with women suffer the heaviest costs of this competi-

tion. Further, it is matter of common knowledge that wrong physical conditions react upon the women workers with most terrible significance. The conditions of work in many of the trades into which women have entered put such a strain upon the physical organization, that a brief service precludes the possibility of motherhood. This two-fold attack upon the homes of the working world indicates a loss to the commonwealth which is far-reaching and almost incalculable.

Trades Unions among women have recognized these facts and faced them squarely. Women are not willingly nor gladly the underbidders in the labor market and the competitor against the home. They know that trade union organization gives them their chance to stand as fellow workers with the men in the fight for the protection of the home.

In the Industrial Exhibit which was held in Chicago last March under the division of "Women in Industry," the four remedies suggested for improving the standard of wages and hours were "education, legislation, organization and the ballot." It is true that education is needed and that the skilled worker has the advantage over the unskilled, but it must



not be forgotten that some of the most miserable wages today are paid the skilled worker in the sewing trade. Education alone is unable to meet the difficulties that confront us and in America legislation has remained an ineffective factor in the struggle. No doubt the ballot in the hands of the working women will be one of the most decisive methods by which she can command a hearing, but the greatest immediate opportunity and one within her reach is *trade union organization*.

This is the strongest factor helping to bring about fair wages, shorter hours and decent working conditions. These three demands constitute what may be termed a "living wage." Stated briefly, and for the individual working woman this means that a girl who is putting her strength and her ability into her work whether that be at a skilled trade or as an unskilled

worker, should be entitled to earn a sufficient wage to make the following conditions possible:

A room to herself; food to produce healthful living and efficient work; simple clothing; a chance for rest and recreation after the day's work and on Sundays; time and opportunity for friendships; a two-weeks' vacation into the country and a possibility to save for emergencies by putting aside a certain sum each week.

How large the wage must be to meet these conditions depends in a measure on the cost of living and the following estimate is based on present conditions in Chicago:

#### THE WEEK'S EXPENSES.

|                     |        |
|---------------------|--------|
| Rent for room ..... | \$2.00 |
| Carfare .....       | .60    |
| Breakfasts .....    | 1.05   |
| Lunches .....       | .70    |
| Dinners .....       | 2.10   |
| Laundry .....       | .50    |
| Clothing .....      | 2.00   |
| Savings .....       | .25    |
| Dues .....          | .10    |
| Vacation Fund ..... | .40    |
| Total .....         | \$9.70 |

This estimate does not include incidentals, like soap, medicine, daily paper, mendings, etc., nor possible emergencies like sickness. Neither does it take into account church affiliations, the privilege of giving to some friend in need, the right of recreation in books, the right to an additional carfare on Sundays or evenings, a visit to



WHY WOMEN SHOULD ORGANIZE.  
Cartoon by Luther D. Bradley.

the theatre, etc. It should also be remembered that the laundry item will be very much larger than fifty cents a week during the summer months, when shirt waists must be worn and a clean one is almost a necessity every day in the week. It is very true that many girls wash and iron their own shirt waists as well as other clothing, but this means that they take the time evenings and on Sundays; the latter day being also generally

used for the week's mending. It is not tolerable to consider life isolated from family obligations and from joy in fellowship with others. '

Women can be organized. It is neces-

sary, however, to remember that a certain amount of vitality is indispensable to making a fight for better conditions. Women who by virtue of their "freedom" of contract" work in the sewing trades for 18



FINISHING PANTS AT HOME.  
17 cents a dozen is paid for this work.



A CHILD SLAVE.

hours a day at a dollar and four cents a week have not enough strength left after such a struggle for bread to organize themselves for protective purposes. The skilled working women owe it to their fel-

low workers to make such conditions impossible. The new form of association, recognized by nearly all organized workers of bringing within their union every unskilled member affiliated with the trade,

is not only the soundest economic position to maintain, but the only moral position possible.

The girl who holds herself aloof from the trade union movement because her own skill can command a decent wage is as responsible for the miserable lives of women and children in the sweated trades as is the "daughter of privilege" who refuses to recognize her kinship and obligation with the working poor.

For more than thirty years the British Women's Trade Union League has called into active co-operation not only the skilled union women to help organize their unskilled fellow workers, but women of privilege as well whose leisure and strength have been placed at the service of those women to whom have been denied the elementary conditions of right living.

Following this successful English precedent the National Women's Trade Union

League of America, organized in 1903, has sought to concentrate the efforts of union women and their allies on this same problem. Every thoughtful, educated woman realizes that she shares the responsibility with the community not only for existing vicious conditions, but for the necessary leadership and resource required to secure just working conditions and a better home life for the working women of America. All right thinking people everywhere unite in recognizing the moral and social welfare behind the demand for an eight-hour day and a living wage for *all* working women in every trade. When these demands are realized a permanent foundation is laid and a genuine opportunity given, for expression of the finer spiritual issues in the lives of working women with power to work out every gift of nature and to live out every resource of body, mind and heart.

## The Passing Of The Pay Car.

BY C. F. CARTER.

(Copyright 1907 by the Phillips Publishing Company. Reproduced by special arrangement with *The American Magazine*.)

**R**AILROADING isn't any fun any more. Sordid commercial folk in Wall Street, with never an idea in their noggins but to invest money and make it pay dividends, have improved all the romance out of life on the rails.

They reduced grades and straightened kinks and eliminated low joints and high centers and wooden culverts and crazy bridges until a ride over the division is about as thrilling as walking to church.

Air brakes have so thoroughly crowded out the good old Armstrong kind that a brakeman has no use for skill or judgment or muscle or even a vocabulary in stopping a train. The engineer does all that is necessary with a slight twist of the wrist.

As for making a coupling, a brakeman no longer mines in the cinders on the back of the tank until he digs up a rusty old link and a couple of pins and, taking these in

one hand and his life in the other, sprints down the center of an unballasted track and over unprotected frogs and guard rails six inches ahead of a string of cars rolling back at the rate of fifteen miles an hour. No; in these days of slavish adherence to M. C. B. standards he just stands around smoking cigarettes with an air of ennui and lets the cars couple themselves.

No more does he fracture the handle of the fireman's coal hammer and his own peace of mind in vain endeavors to pound a stub switch open after a grilling summer sun has expanded the rails until they are stuck as tight as if they were welded. A fellow in a dog house on a pole away off yonder, by manipulating a few dainty levers, throws the switches for him.

They have replaced the little old eight-wheel engines, with their ear-splitting, staccato bark, with compound steel mountains, with cylinders like hogsheads and nozzles

so big that the exhaust is gentle as a lover's whispered nothings, for no better reason than a desire to keep coal consumption down. No more can the engineer and fireman have a nice sociable quarrel in the cab whenever either's hair pulls a little, for now they are so widely separated they only see each other on Sundays.

Trains, instead of being made up of a dozen or so of pill boxes, now consist of a string of warehouses on wheels so long that when the front end is arriving at its destination the hind end is just pulling out at the other end of the division.

No more do engineer and conductor, watches in hand, make nice calculations on the time they can steal to make a meeting point that has a siding long enough to avert the necessity of sawing past. Roads are double-tracked and four-tracked and block-signaled till all a man has to do is to trundle along from block to block until his run is ended and repeat the process until he is retired on a pension.

Ah, no! Railroadng isn't what it used to be. But if those Wall Street money grubbers had only left us the Pay Car all else could have been forgiven.

Do you remember how, in the good old days, the decrepit jokes about what was to be done when the Pay Car came were taken out of the moth balls along about the tenth of the month and dusted off and put through their paces?

How, toward the fifteenth, a feeling of sprightliness gradually stole over every one from the wipers in the round house to the lucky dogs who had passenger runs?

How this exuberance swelled in volume as the forte pedal was put on in anticipation, until toward the eighteenth everybody went about with a broad grin and nerves all a-tingle like you feel when the orchestra is playing the creepy music to accompany the villain's midnight assault with intent to kill?

How, still later, everybody drifted down to the depot about four times a day to ask the station agent if he had heard anything about the Pay Car, until he grew as crabbed as a setting hen?

How, about the twenty-second, the waiter girls at the Depot Hotel would give you a saucy wink and bring you a great, juicy,

melting, extra special wedge of pie you didn't order, for desert, along with the ice cream and nuts and raisins and fruit and pudding and shortcake you did order? Those girls knew how to work a fellow for tips about pay day, didn't they?

At last, one day as you were letting 'em down hill into the junction, the operator pulled his train order signal on you. Your heart leaped into your throat because you knew——

Well, you just felt it in your bones.

You went down the side of the car without knowing how you did it and sprinted for the switch to head 'em in on the passing track, and then flew to the station on winged feet, leaving the engineer to hold 'em with the driver brakes or let 'em run out at the lower end as he chose. And the grumpy old curmudgeon stopped 'em beautifully, without so much as saying "boo," when on any other occasion he would have unloosed a torrent of vituperation that would have set the tires on fire, and would have followed it up by heaving a monkey-wrench at you if you had been in range.

There behind the counter was the Old Man looking over the shoulder of the operator, who was spelling out the order without breaking oftener than every second word:

"Train No. 7, Conductor Flatwheel, Engineer Poundem, will meet Pay Car special, Conductor Linkenpin, Engineer Moriarty, at Emerson."

Such an air of nonchalance as Old Man Flatwheel did assume as he turned away to discuss with the hind man the advisability of making a switch of that through car of corn next the engine to get it behind the way cars so we wouldn't be bothered with it at Lyons in doing our work on those heavy grades, and affected to forget that he was getting orders until the operator called him over to sign them. He was so slow about his signature that before the dispatcher's O. K. was received you looked out of the big bay window and saw the section gang which was working just beyond the Y throw down their shovels and run down the track like a herd of stampeded steers.

There, just coming around the curve, was a glittering vision of brass and varnish half hidden in a nimbus of smoke and dust. Two



short blasts on a whistle greeted the gang, the vision hesitated for a minute, while the section men disappeared in the nimbus and reappeared as suddenly as if they had been shot out of a gun, and here came the vision gliding up to the platform with bell ringing and pop valve sputtering *sotto voce*, like a young lady trying to suppress a ticklish cough.

It was the Pay Car.

At this point you lost consciousness.

Some time later, while still as one in a dream, you realized that your numbed senses, beginning at the pilot, had taken in every detail of this romantic visitation of opulence.

Never was there such an engine as the one which pulled the Pay Car. At each joint in her jacket was a band of brass four inches wide. Dome, sand box, steam chests and cylinders were encased in brass, polished until you could have seen to shave in it. Her front end and her dainty straight back rubbed with plumbago until they shone like a small boy's heel. All her bright work was smooth and spotless and glittering, while all the rest of her surface was striped and curlicued with all the colors the general shops could mix.

Moriarty, the lucky runner of this paragon, in a clean checked jumper left open at the neck to show a gorgeous red tie in which a diamond glittered, a hard boiled cady cocked jauntily over his left ear, was lolling out of the cab window in such a way that all the world might see that he wore kid gloves while on his engine. Moriarty was something of a swell and he didn't care who knew it.

His only rival in sartorial effulgence was Pete Swanson, his Swede fireman, who was leaning out of his cab window with a stony glare fixed on vacancy, affecting to watch for signals. Of course he knew that all the signals which concerned him would be given with the bell cord; but his zealous attention to duty relieved him of the necessity of recognizing his humbler fellow mortals.

No plebeian overclothes eclipsed Pete's glory. There was the square-cut black coat that no one but a railroad man ever wore—you know the kind—a vest of fancy red cloth, trousers with stripes that you could hear ten car-lengths away, square-toed

shoes with soles half an inch thick, and a stiff-bosomed shirt with red and white stripes. On this foundation reposed a black satin puff tie held together by a locomotive done in gold. On his head at a rakish angle was one of those soft hats of the peculiar block affected exclusively by railroad men a score of years ago. No, you didn't need to read the tag to discover that Pete was a railroad man.

Coupled to the engine was a wheeled palace built on graceful lines in freshly varnished yellow paint which rivaled the brass work on the engine in brilliance. The plate-glass windows were curtained with bright-hued brocade. Not a speck nor a flaw was to be seen. Even the yellow wheels bore only so much dust as had been gathered on the day's run. Through an open window came fragrant odors, while in the background a white jacket surmounted by a black face vibrated at intervals.

All this time Old Man Flatwheel was heading a little procession bound toward the rear platform of the Pay Car at a gait which he assumed but once a month. Flatwheel had conscientious scruples against undue exertion, so he always had the caboose stopped at the station platform so that without dissipating his energies he could saunter in to gas with the agent until the hind man announced that the work was all done and that we were ready to go. Then he would get his orders or a clearance and tell the hind man to give 'em the sign and saunter back to the caboose before they got to rolling. But to have seen the animation with which he swung himself aboard the Pay Car would have created the impression that he was the only working railroad man on the division.

At his side stalked Panhandle Dan, the engineer, his face actually wreathed in smiles. Panhandle Dan had a chronic grouch from 12:01 a. m. January 1 to 11:59 p. m. December 31, except for three minutes once a month. On the way to the Pay Car he always perked up a bit and was even known to crack a joke with Old Man Flatwheel.

After these two came the hind man talking incessantly with the fireman. Charley always was talking that way. He had an automatic tongue which never ran down.

Half the time he didn't know he was talking. His was what the doctors would diagnose as a reflex conversation.

Frank, the fireman, was the only sober one. He, poor fellow, was doing sums in mental arithmetic, trying to figure out how on earth \$58.60 could be made to pay all necessary bills for a helpless father and mother, a wife and four kids, besides board bills for a man who was obliged to be away from home half the time.

Then there was the operator, in shirt sleeves and careworn air, hoping he could get back to his key before the dispatcher lost his temper; the agent, placidly smiling; and the two coal heavers from the coal shed with an expression of almost human intelligence struggling up through numberless strata of grime and whiskers. After thirty days of humping over a scoop shovel in a choking smother of dust they were now about to be recompensed with thirty seconds of bliss in which they could fondle real money with their own hands. After that the storekeeper would do the fondling and feel bad because there wasn't more.

You had presence of mind enough to float into the Pay Car in the wake of the others. There were nine in the little party and you knew by experience that the average time required to pay nine men was sixty seconds; also that Moriarty would have 'em rolling before the last man had scooped his allotted coin into his trembling palm.

But in the presence of death or the paymaster one may live an eternity in sixty seconds. How glad you were that you had not been rude and rushed ahead of anybody, even the coal heavers! Now your hungry soul could have the uttermost second in which to revel in——

Great Mackerel! Just look at it!

A metal coin rack crammed to the muzzle with three denominations of yellow boys, flanked with silver, and on the desk behind it a very large wooden tray on which were long columns of yellow coins. D'ye ever see anything so pretty in all your life? No wonder your eyes stuck out until you could have used 'em for hat pegs.

And all the time an exquisitely musical "tinkle-tinkle, clink-clink" welled up from coin rack and counter in response to the

calls of the assistant paymaster. Talk about Beethoven's symphonies!

If it were not for that strong wire screen you could have touched that fascinating tray. For the infinitesimal fraction of a second a wicked thought flitted through your brain. Then you almost fainted as your roving eye stared down the barrel of a monstrous revolver. It was only in a rack, but it was within easy reach of the paymaster's hand and most eloquent for all that. Half a dozen of its fellows lay in the handiest places, with as many Winchesters lying on tables and settees, came in strong on the chorus.

Hurriedly your vagrant wits busied themselves with all the Sunday-school lessons you had ever learned. As your subconsciousness perceived that the head of the road's secret service department stood on the platform with his eyes intent on every man in the car at once, while Conductor Linkenpin stood on the ground outside very much alert, with his coat tail bulging suggestively, your bosom swelled with pride over the watchful care the company had exercised to bring its honest toilers their hard-earned money.

From the lithograph of Caroline Miskel Hoyt on the wall to the little hollows in the hard mahogany counter worn out by the attrition of the hundred and twenty-eight million dollars in wages the paymaster had plunked down on that spot since this first Pay Car ever built had been commissioned, you kept on absorbing details until your name was called.

A still greater rush of blood to your head caused you to gulp violently. Mechanically you lifted your hand to touch the pen as the others had done, and turned to go.

"Here? Come back and get your money."

When you came out of your trance you were standing in the middle of the track, your eyes wandering from some yellow objects in your hand to a nimbus of smoke and dust which was just tipping over the hill to the accompaniment of the diminutive flutter of Moriarty's exhaust.

But now!

Oh, well! After you have washed up on a certain day in each month you trudge drearily down to the station all alone, walk

in, and lolling on the counter, affect to look indifferent and say:

"Hello, John!"

And the agent, after going over a column of figures three times, replies, "Hello, Bill," and gets up and goes to the safe and fumbles over some papers and hands you——

A check!

No jokes, no infectious sprightliness, no

uncertainty to put a wire edge on anticipation, no fleeting vision of brass and varnish and opulence wreathed in a halo of romance to leave a golden taste in your mouth for a day, nothing but a measly old check handed over a commonplace counter by a man who lives next door to you.

Why couldn't they have left us the Pay Car?

## The Duties Of The Employers.

**T**HE storm center of our social and industrial life today seems to lie in this relationship of employment. It is asserted by many that Christianity has failed to penetrate into the relationship between employer and employe, and that this relationship is incongruous with that of Christian brotherhood. There are doubtless those who would be conscious of an incongruity if one of their domestic servants took a seat next to them in church. There are gentlemen who do not feel it proper to bow to the cook on the street, when they would thus recognize a woman of even inferior social position, who was not in this relation of employment. What does this feeling indicate in reference to domestic service? It is an important question, for by the last census one-quarter of the population of Massachusetts, 750,000 individuals, are engaged in domestic service.

There are also few of us, said Rev. John Hopkins Denison, in *The Carpenter*, who have not been inconvenienced by the struggle which is going on in the industrial world which manifests itself in strikes. One-fifth of the population of Massachusetts are engaged in manufacture, about the same number as are in the public schools. About 10 per cent of the population are in trade and transportation. Only 2 per cent are in professional employments. We see, then, that the largest portion of the population is affected by this question.

When we turn to the Bible we find that upon reporting of their sins the people asked of John the Baptist what they should do. He gave two rules to those represent-

ing the richer or employing class—first, "He that hath two coats, let him give to him that hath none;" second, "Exact no more than is your due." Jesus gave no definite rules in reference to this question of employment. He gave but one lane for all men: "Whatsoever ye would that men should do to you do ye even so to them." He came not to alter men by legislation, but by giving men a new spirit. He knew that whoever truly felt the touch of his spirit and was converted from selfishness to love, would deal far better with this question of employment than any law could make him do.

Wherever men were filled with his spirit immediate changes resulted in their relations to their employes. Hermes, a Christian, and prefect of Rome under Trojan, on the day that his 1,250 slaves were baptised, gave them all their freedom and assistance to gain a livelihood. His example was followed by the wealthy Romans, who were afterward converted, one actually setting free 8,000 slaves. The poorer Christians did the same in lesser degree.

Let us seek to determine if the spirit that produced these results in the early epoch is still active in the relationship of employment today.

The employer of today very largely insists that the best worker shall receive no more than the poorest is willing to work for. It is asserted that labor must be bought in open market, and that all interference is wrong. The reward of the laborer by this method depends on the number of laborers who apply, and not on the worth of the service or the skill required.



If there are too few laborers they will charge more than the work is worth.

In the Boston colony in 1650, laborers were so scarce and wages so low that a law was passed fixing the wage. Today we find exactly the opposite state of affairs. There are too many laborers, consequently the competition for so many of them to work for less than their service is worth, until in unskilled labor they are forced down by the competition of men who have starving families to support to the very lowest possible amount upon which a man can keep flesh on his bones and breath in his body.

There is a limit below which wages cannot go. It is the death of the man by starvation. In this country skilled labor has been brought a good ways above this level, but unskilled labor is perilously near it. There is no sadder commentary on the unselfishness of human nature than the way in which the recently published book, "The Jungle," was received. It is a study of the situation of the unskilled laborer in America and the frightful conditions in which he is placed. The only impression it made on the mind of the public was a fear that some little taint might have come into their food. The agonizing struggle of the laborer passed entirely over their heads. The book gives an awful picture of a horde of men, ragged, white-faced, desperate, fighting with one another for the chance to endure the most frightful labor and exhaustion for a few pennies, because death is staring them, their wives and their children in the face. The story was perfectly possible in 1895. I question if it could happen today.

If any of you had seen the long line of good-looking workmen standing until 12 o'clock at night to wait for a crust of bread; if any of you tried during that season to get work for some poor fellow who had a starving family, and witnessed the utter despair with which he returned each day when he had no work, and his heroic effort to keep up the severest toil when work was found, upon insufficient nourishment and when he could scarcely stand; if any of you have tried in behalf of such men to curry favor with politicians as the only means of help—you can realize the

meaning of the situation and understand why men are becoming socialists. They live on such a narrow margin that the slightest accident is ruin.

When we consider that in one year 81,000 railroad employes are injured, we can imagine the frightful suffering that would result were there no agencies at work but plain competition.

Competition would be fair if the laborer had an equal advantage with the employer, but when he is under the lash of starvation, when it is impossible for him to move to a fairer market for lack of money, while his employer can import cheap labor over his head, competition becomes the most hideously unfair process that can be imagined.

The real difficulty is in the impersonality of modern industrial relations. The employer does not know his men and their families. He simply considers his own side. He knows the pressure from his stockholders. It is the manager and foreman who deal with the men. They know simply that they will lose their positions unless the work is done according to a certain schedule of profits. The whole work becomes, therefore, a great machine, a perfect juggernaut, crushing relentlessly the lives of human beings in order to proceed upon its way. The employer and employe are divided by an impassable chasm. Each is absolutely impervious to the situation of the other.

This is shown, perhaps, even more in its effect upon children. Here it is not merely a question of food, but of proper development, future ability and happiness. Because parents are poor and starving, children work.

When the factories first came in children were apprenticed to mill owners by the overseers of the poor, sometimes by their parents. They worked in stench, in heated rooms, forced on by blows from heavy hands and feet and instruments of punishment. Sometimes they were fed after the pigs and often with poorer food. They worked sixteen hours at a stretch. If they tried to run away irons were riveted on their ankles. If they fell asleep from exhaustion they were ducked with cold water. This was the way the competitive system

worked in Christian England a century ago. Thanks to philanthropists and reformers conditions are better today.

The conditions of women's labor have been scarcely better. The difficulty with the work of women and children is that their labor can be forced down to a low point because many of them live at home and work only to add to the home income. The result is, these people are brought into competition with those dependent entirely on their own work.

What is the remedy for this situation? Shall we give charity to these people? Many employers are putting in various charitable and benevolent enterprises. It is found that this only angers men, who feel they are unjustly dealt with. Shall we as Christians simply preach the gospel to them and tell them we cannot interfere with labor conditions?

The laboring man realizes that he is absolutely at the mercy of selfishness and greed. It is only through the labor unions that the workingmen have been able little by little to better their conditions. They have done many things that were unjust

and many things that make the blood boil with indignation, but anyone who will consider their side will not be surprised.

Much fault is found with the sympathetic strike, but when you find a workman who is doing well who will leave his work and go out with his wife and family to face hunger and want, simply in order to better the condition of some poor fellow-workman in another employment, and perhaps another state, a man whom he has never seen, do you not here find a truer exemplification of Christian brotherhood than is found among most church members? Would you be willing to do the same to help one of your fellow-members?

There is one remedy which ought to be at once insisted upon; that is, there should be established a minimum wage, below which the laborer cannot be driven by competition. That wage should be sufficient to enable him to live comfortably. This, however, is not a true remedy. What is really needed is that employers should be converted, that they should feel the spirit of Christ as those early Romans felt it, and then they should come into personal relations with their employees.

## Swiss Railways For The Swiss People.



SWITZERLAND has celebrated its six hundredth anniversary as a republic and unless there is a general war in Europe that destroys its independence it will live long in history as the one nation that has preserved its republican form of government through the agreements between five great powers of Europe, namely, Great Britain, Germany, Austria, Portugal and Russia, arranged at the treaty of Paris in 1815.

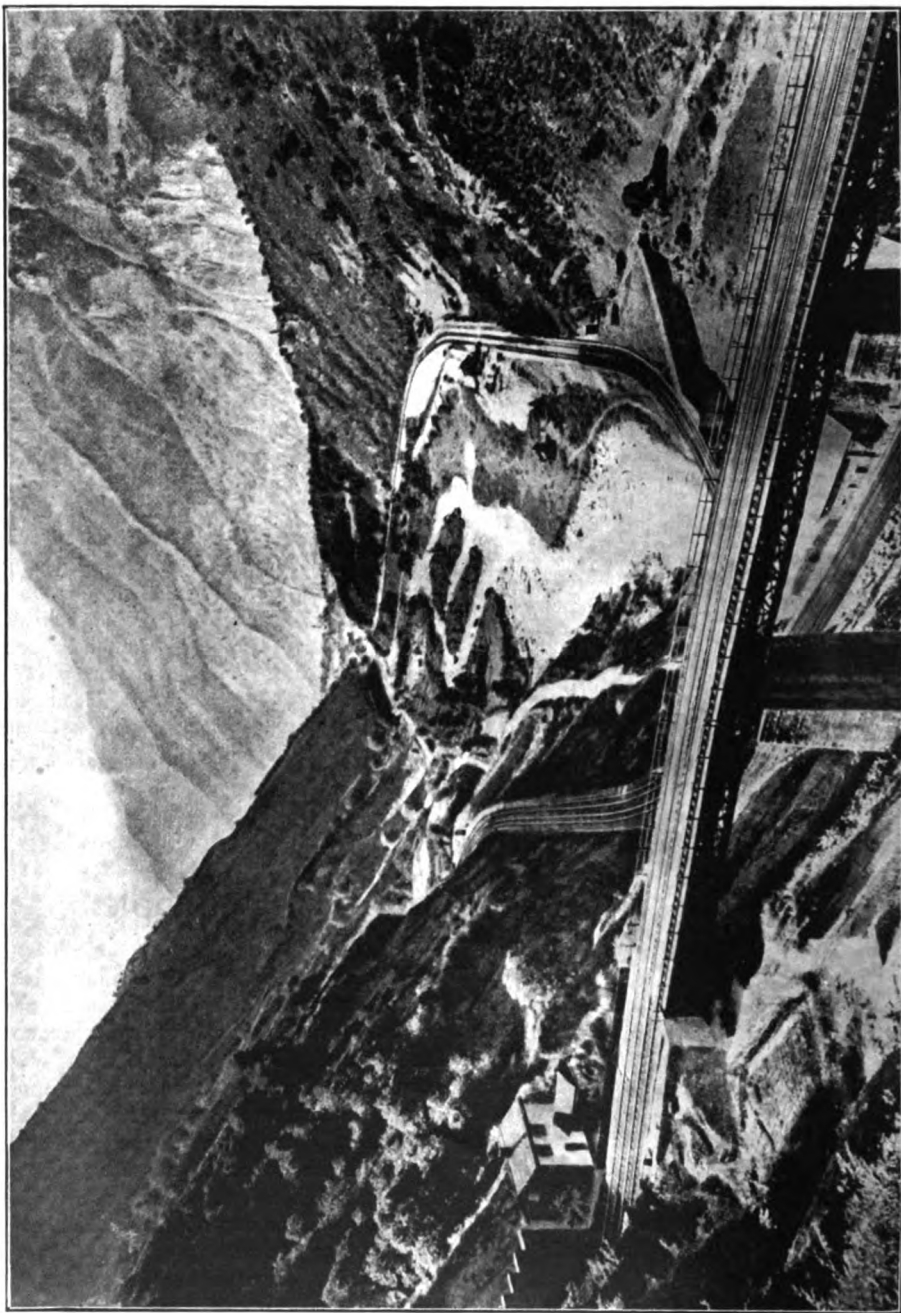
The country started with a confederation of three cantons known as the "forest states" in 1291 to which period belongs the story of William Tell, who, according to popular belief, was one of the leaders in the movement.

The federation of states grew until fin-

ally twenty-two states called cantons, each having independent government in its own affairs but united in all general questions, has resulted. Each canton has its own constitution which it may revise without help or hindrance from any of the others. Theoretically any canton can withdraw from the federation of states and go it alone, but if it did, the others would whip it back into line regardless of the theory of its independence.

Switzerland is not a republic, as we understand the term, although the present tendency is toward our form of government. The legislation has been in the direction of centralization of all power on the federal authorities.

The initiative and referendum is not in vogue in all of the cantons, but the influ-



GIORNO, SWITZERLAND SHOWING THE THREE RAILROAD LINES.

ence of the plan appears to be pretty generally accepted. The general government corresponds to ours, although it has greater powers. It controls the railways, telegraphs, mails, telephone and water trans-

portation. Incidentally, it also controls everything else that needs it.

Its management of the railway lines, of which it has full control, except of the few lines that run to the tops of the mountains,

is of particular moment to Americans who are interested in the question of government regulation, or control, of transportation.

A chapter entitled "Lessons From Other Lands," and taken from "The Railways, the Trusts and the People," gives a short story of the Swiss management of its three great railways. It says, in part:

In anticipation of the possibility of national purchase, the Government had passed "accounting laws" in 1883 and 1896, subjecting the railway companies' accounts to rigid regulation and inspection, so that the books would show the real costs of construction and the real net profits justified by the earnings, instead of possible fictitious values.

Under the provisions adopted by Government resolution in 1852 and substantially incorporated in the railway charters of that and subsequent years, the Federation might take the railways at stated times (the 30th, 45th, 60th, etc., years of the franchise) on giving three years' notice, and paying twenty-five times the average net profits for the ten years preceding the announcement of purchase, or the construction value, whichever rule produced the larger sum in any case, deduction being made for any sum necessary to bring the road up to standard condition. The construction cost, less depreciation, was estimated by the Government at \$173,000,000, and the indemnity, on the net profit basis, was placed at \$174,838,000, but the actual indemnity to be paid was calculated at \$192,835,000, because of the requirement that the State should pay each road the maximum resulting from either method of calculation. The Government appropriated \$200,000,000 in June, 1899, for the acquisition of the roads.

An agreement was reached with the Central, November 5, 1900; with the Northeast, June 1, 1901; with the Union, November 22, 1901; and with the Jura-Simplon, May 5, 1903. The title to the first two railways vested in the Federation, January 1, 1901 (the agreement being retrospective in case of the Northeast). The former managers and employees were continued in place, and the roads were

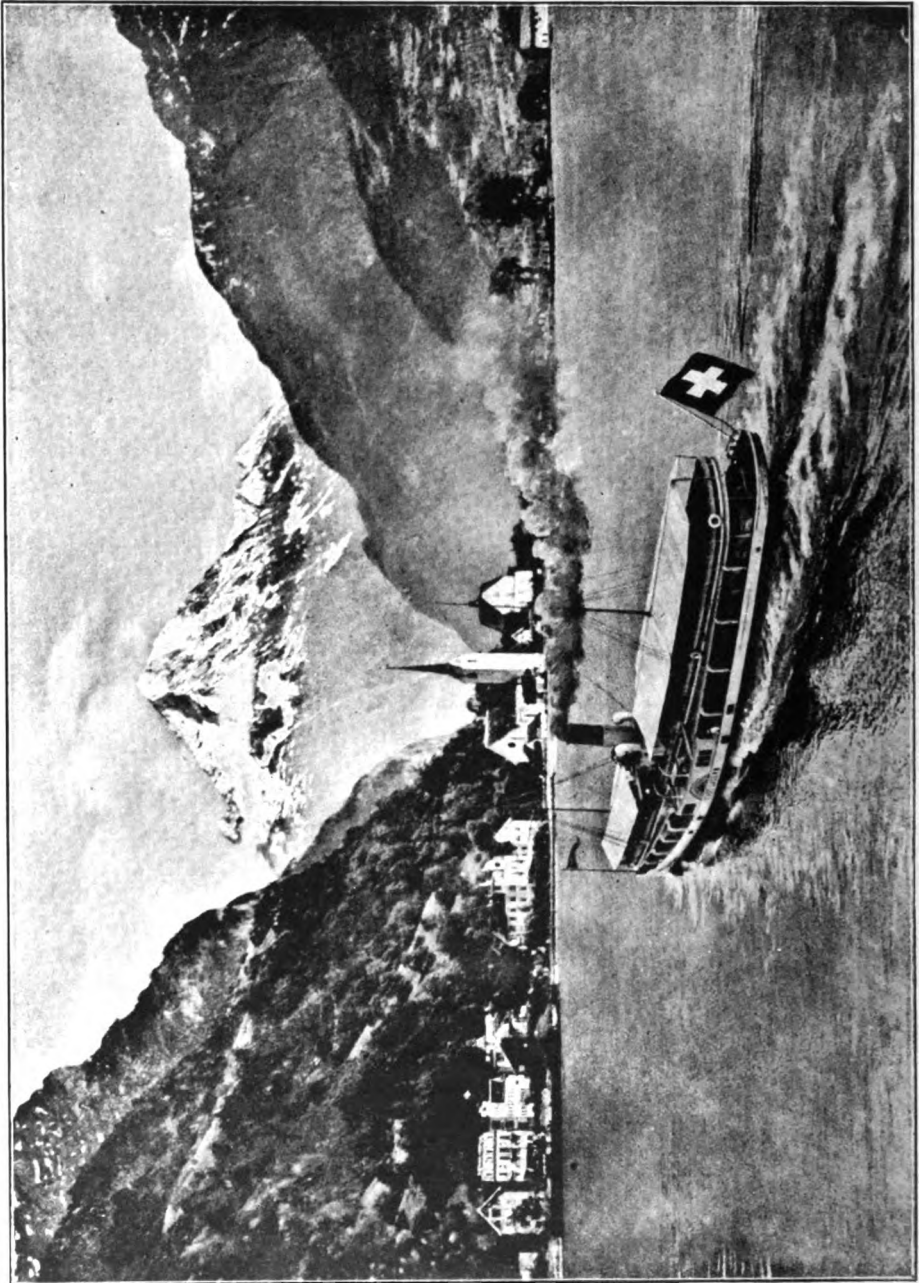
operated by the companies' staff on behalf of the State until January 1, 1902. Even when the State took the direct control as little change as possible was made in the staff or the ranks of employees. The Union was transferred January 1, 1902, and since then the republic has operated directly the three systems. Central, Union and Northeast. January 1, 1903, the Jura-Simplon passed into the possession of the State, and the four railway systems were co-ordinated into one, including nearly the whole of the primary railways in one government system under direct management of the Republic. The Gothard is not to be taken over until 1909. Notice of purchase was given the road in 1904, and negotiations were opened with the subsidizing countries—Germany and Italy—to secure an agreement with them.

During the period of negotiation conditions changed considerably, making corrections necessary in the estimates of the indemnities. The construction cost had to be calculated down to 1903, and it was to be expected that the estimates of 1897 would need modification, as in fact the Government itself predicted in its message containing the estimates. The change was specially great in the case of the Jura-Simplon, which during this time spent some 20,000,000 francs (including the subsidies from Italy, etc.) in tunneling the Simplon. The amount of depreciation was also an open question. The Central company especially disputed the Federal estimates.

The total indemnities actually paid for the four railways now in the Government's possession was \$186,075,000, about 28 millions more than the lowest preliminary estimate, and \$13,200,000 above the preliminary estimates excluding the question of depreciation, most of the difference being due to change of condition by expenditure for new construction, the Jura-Simplon covering the bulk of it.

For three years now, beginning with 1903, nearly all of the principal railways have been operated by the Government, and the results appear to be highly satisfactory to the Swiss people in general, though not satisfactory to some French,

English and American visitors, who regard the matter from the corporation point of view and do not see anything needed extensions have been large. When the Government took the roads most of them were single tracked; it is double

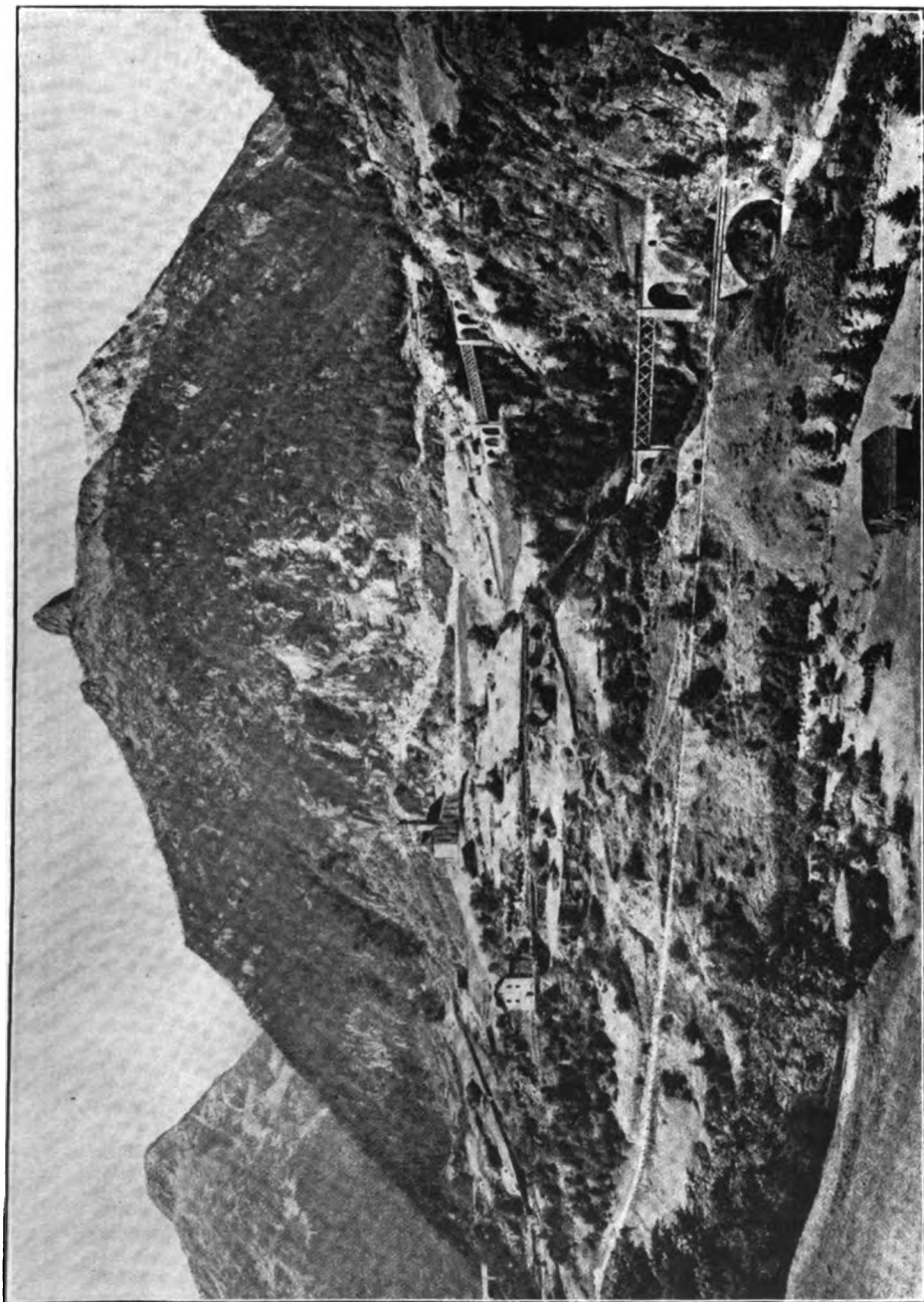


FLUELEN, LAKE LUCERNE, SWITZERLAND.

much in a railway system but the dividends.

The expenditures required to put the lines in good condition and make the tracking all the important lines. Road beds, tracks and stations have been rebuilt. New cars and locomotives have been put in the place of a lot of old roll-

ing stock which the new management sent and rates have been reduced, the Govern-  
to the junk heap. Train service has been ment taking the lowest rate in force on



WASSEN, SWITZERLAND. SHOWING THE THREE LINES.

increased, about 10 per cent more trains any railroad and making that the stan-  
being run than under company manage- dard rate for all the roads. Interest on  
ment. Wages have been decidedly raised; the bonds has been provided, and more

than \$330,000 has been set aside each year for the sinking fund that is to extinguish the capital in less than sixty years.

Although considerable economies were effected in some directions, the large expenses above indicated have prevented the balance sheet from having a pleasing appearance to one who has a craving for immediate profits; after two or three years more of necessary improvements and extensions the roads may make a favorable showing to the commercial eye as well as to the human eye.

The service on the Swiss railways will

that rates are high in Switzerland, not so high as they were under the company regime, but still higher than those in use in most other countries.

The average ton-mile rate on goods traffic was 2.84 cents under the companies just before the transfer, and 2.64 cents in 1903, the first year of complete public management. These rates are high, but it must be remembered that they include the express; that Switzerland is a nest of mountains; and that the soil is poor, the resources small and the traffic light. Remember, too, that there are no rebates or



THE GOTHARD EXPRESS, SWITZERLAND.

not compare favorably with ours. Neither will their stores and factories for the most part, but the Government railway service is better than the company service was in Switzerland.

The third class cars, in which the bulk of the people ride, are cleaner and the speed better than in many parts of France, and they are heated from the engine instead of using the hot-water bottles so common in third class French and English cars.

Local conditions account for the fact

secret rates in Switzerland to cut down the average rate.

The average passenger rate was 1.54 cents a mile under company management and 1.35 cents under public management. The third class rates, on which about nine-tenths of the people ride, average only a shade over a cent a mile (1.12 cents). Commutation tickets are sold for  $\frac{3}{4}$  of a cent a mile third class, and tickets for workmen and school children are 1-3 of a cent a mile (1 cent a mile second class and  $1\frac{1}{4}$  cents if you want to go first class, which is

entirely unnecessary, as the other cars are very comfortable). Circular tickets are sold at low rates for touring the country. Monthly tickets can be had allowing you to travel without limit on any of the railways of Switzerland at \$11 third class, \$15 second and \$22 first. For a six months' ticket you pay \$45, \$59 or \$104, according to class. If you used your ticket pretty steadily you could, on day trips alone, travel for a tenth of a cent a mile on the monthly, and less than that on the semi-annual.

The principles followed in making rates are the same as those on which the best company systems base their rates except in one respect—the rates are made for public service, not for private profit. Distance and cost form the foundation of the rate system, upon which such special adaptations are erected as may be required to meet the needs of commerce, agriculture and industry, and conform to the value, bulk and other conditions of the traffic, aid education and the working classes, and facilitate social and business intercourse.

It was regarded as of prime importance to make the administration of the national railways as independent as possible of the other parts of the Federal administration and protect it from every political influence. For this purpose the railway management was placed in a general directory of 5 or 7 members, and five circuit or division directories of 3 members each, and along with these executive bodies the law established deliberative councils representing general public and commercial interests on the principle of the Prussian railway councils, though on a somewhat different plan, the councils having much more than advisory powers in the management of the railways. In fact, the "administrative council" is really a national board of directors for

the railways elected by the States, the national executive committee or cabinet, and the circuit councils represent agriculture, trade and industry and the general public interest. This has worked excellently. The railway administration is absolutely free from the taint of party politics, and the roads are operated on sound economic principles for the benefit of the whole community.

The people of Switzerland have their railways in their own hands in a triple way.

1. Through the operation of the roads by their own agents and managers.
2. Through the supervisory, advisory and regulative powers of the councils representing national and State interests, agriculture, commerce and manufactures.
3. Through the general supervision and legislative control of the regular Government elected by all the people. And back of it all is the splendid power afforded by the initiative and referendum which permits any question that may arise to be called before the people themselves for direct and final decision at the polls. If the railways are not just what the people want them to be, they will have no one to blame but themselves.

The great lessons of Swiss railway history are that there may be ample reason for the nationalization of railways even where there is no stock watering or discrimination or railroad lobby; that the extension to national affairs of the referendum principle which constitutes the core of our famous New England town meeting system makes it very easy to nationalize the railways or accomplish any other purpose the people may desire, even if the Government of the day were not favorable to it; and that it is entirely practicable to put the administration of the railways above party politics and secure their efficient management as co-operative business enterprises.





## The Actual Cost Of Living.

ALBERT BRITT.

**T**HIS is an era of great prosperity—the newspapers daily attest it; employers of labor proclaim it; organized labor admits it, at least to the extent of claiming that it is at last, thanks to its own efforts, securing a part of the rightful share that has hitherto been withheld from it; and Government reports point to high wages and continued employment as proof of the same desirable condition.

But what is prosperity? To the capitalist it is large and frequent dividends. To the farmer, the manufacturer and the merchant it is high prices and quick sales. To organized labor it is good wages and steady employment. Judged by the standards of these three classes prosperity may be admitted, at least for the sake of argument. But these questions concern solely the side of income in the problem of living; to solve the problem the outgo side must be considered as well. In other words, the crucial question is, are increases in wages keeping pace with the increasing cost of living?

Not long ago, the Massachusetts Bureau of Labor Statistics reported that in 797 stores in Boston the number of debtors on the hopeless list was 45,482, about  $7\frac{1}{2}$  per cent of the population of the city, with a total indebtedness of \$570,912. In the last of non-payers 2.32 per cent, or a little over one thousand, were classed as moneyed people. Therefore, more than 7 per cent of the inhabitants of the entire city were unable through lack of funds to meet the current expenses of living.

To charge 45,000 people with extravagance or downright dishonesty is too wholesale an indictment. Was it not rather a failure in the hopeless struggle to make both ends meet and to maintain a decent standard of living at the same time? Have not these people been caught in a maelstrom of high prices and, in order to live in the present, been forced to neglect the obligations of the past and dis-

count the possibilities of the future? In other words, are they not paying the cost of prosperity?

In two bulletins, issued last year by the Bureau of Labor of the Department of Commerce and Labor, statistics were presented showing the relation of the cost of living to average annual incomes in the year 1905, as contrasted with the ten-year period 1890 to 1899. In the first of these two bulletins wholesale prices of 259 articles of common consumption were tabulated for sixteen years with the following result:

The 1905 average, contrasted with the year of lowest average prices during the sixteen years from 1890 to 1905, in each of the general groups of commodities, shows farm products 58.6 per cent higher than in 1896; food, etc., 29.7 per cent higher than in 1896; cloths and clothing, 22.9 higher than in 1897; fuel and lighting, 39.4 per cent higher than in 1894; metals and implements, 41.8 per cent higher than in 1898; lumber and building materials, 41.4 per cent higher than in 1897; drugs and chemicals 24.1 per cent higher than in 1895; house furnishing goods, 21.5 per cent higher than in 1897, and the materials included in the miscellaneous group, 23.4 per cent higher than in 1896.

Summing up these statistics it is seen that the average cost of these articles was 15.9 per cent higher than the average for the ten year period. In the later bulletin, which deals with wages and hours of labor from 1890 to 1905, it is shown that average earnings per week in the latter year were only 14 per cent higher than the average from 1890 to 1899, leaving cost of living, according to these statistics, 2 per cent in the lead.

But these statistics do not bring the facts home to us with sufficient force. It is necessary, also, to know how large a part of our annual incomes, be they large or small, is expended for each one of these items. It is well to know, still fur-

ther, how much each family has to spend in the course of a year. So much stress has been laid in recent years on the American millionaire, his iniquity, his generosity, his prodigality, and his penuriousness, that our eyes have become blind to the fact that the great majority of us are well content to live out our days in moderate comfort, if as well as that.

In the grand average the millionaire cuts a very small figure indeed. Here again the tireless Bureau of Labor at Washington comes to our aid with statistics showing the incomes and the expenditures of a large number of families.

Households to the number of 25,446 in all parts of the United States, averaging approximately five persons to the family, have been canvassed with the following result. The average annual income per family is \$751.34; the average annual expenditure is \$689.61, leaving a margin between income and expenditure of \$61.73 on the profit side.

Food, the basis of the physical life, constitutes by far the larger part of this expenditure, or 42.54 per cent; rent eats up 12.95 per cent; clothing takes 14.04 per cent; fuel and lighting account for 5.25 per cent; taxes and principal and interest on mortgages, which together with rent must cover the cost of lumber and building materials as well as ground rent, amount to 2.33 per cent; furniture and household utensils are answerable for 3.42 per cent, and sickness and death, no small part of the expense of which is chargeable to drugs and chemicals, demand 2.67 per cent.

The remainder is divided in small portions among insurance, labor and other organizations, fees, religious purposes, charity, books and newspapers, amusements and vacations, intoxicating liquors, tobacco and "other purposes." Religion claims only .99 per cent; charity fares even worse with .31 per cent; while 1.62 per cent is dissolved in alcohol and 1.42 per cent goes up in tobacco smoke. Amusements and vacations are responsible for 1.60 per cent and 1.09 per cent are devoted to the alleged improvement of the

mind in the purchase of books and newspapers.

To make the matter still more concrete, the average family spends each year \$114.83 for rent; \$37.53 for fuel and lighting; \$97.39 for clothing; \$305.32 for food, and \$148.73 for all other purposes. In the year 1905, therefore, this same family spent for food \$71.28 more than in 1896; for clothing \$18.32 more than in 1897, and for fuel and lighting \$7.88 more than in 1894.

Dun's index figure of wholesale prices gives the best available basis of comparison, year by year. This shows that the average actual cost of commodities per individual in the United States on July 1st, 1906, had increased over 1905 to a marked degree. Food of all kinds had risen from \$47.399 to \$49.385; clothing from \$17.986 to \$19.177; metals from \$15.916 to \$16.649, and miscellaneous articles of general use from \$17.061 to \$19.555. The total cost had risen from \$98.312 to \$105.216, the greatest increase that has taken place in any year for the last decade except from 1901 to 1902.

As compared with 1896 the total cost has increased from \$74.317 to \$105.216, a rise of more than 41½ per cent.

In order to find the actual cost per family from these figures it is necessary to multiply the statistics for individuals by 4.7, the average number of persons per family according to the census of 1900, and to add to that the retailer's profit. Rent is not included in Dun's index, nor are taxes or principal and interest on mortgages. For purposes of comparison between various years, however, no better basis can be found.

In April of the present year, still another bulletin was issued by the Bureau of Labor which shows that the level is rising still higher. This statement, which covers the entire year 1906, shows that the wholesale prices of the 258 commodities included reached a higher point than at any preceding time in the seventeen-year period under consideration.

The average for 1906 was 5.6 per cent above that for the preceding year; 36.5 per cent higher than in 1897, the year of lowest price since 1890, and 22.4 per cent

higher than for the decade from 1890 to 1899. The highest point attained since 1890 was reached in the last month of last year, when the average was 4.1 per cent higher than for the year and 6.3 per cent above the average for the same month in 1905. Out of the nine groups into which the 258 commodities were divided, only two showed a decrease as against 1905, farm products and drugs and chemicals.

So much for the figures of expenditure. How has income fared? The second of the 1906 bulletins referred to deals with the increase of wages as compared with the retail prices of food. It shows that in 1905 the purchasing power of an hour's wages was 5.8 per cent greater and of a week's wages 1.4 per cent greater in terms of food only than the average for the period from 1890 to 1899. But it will be observed that in this bulletin wages are translated into food only. Man does not live by bread alone; he lives also by rent, clothing and the numberless other necessities of life included in the 259 articles listed in the first bulletin.

The latter of these two bulletins neither supplants nor supplements the other. In the first, all the articles which enter into the daily cost of living are considered. In the latter, food cost alone is taken into account as providing an estimate for average

expenditures. Even in its use of food statistics as a part of the cost of living the Bureau's method has been subjected to severe criticism. Dun's index figure gives 50 per cent value to the food products as against the Labor Bureau's 25.

These systems have recently been attacked by Francis B. Forbes in the publications of the American Statistical Society. Taking the Labor Bureau's increase in the index figure of 29.2 and Dun's of 38.7 since 1897, he has struck a mean between the two, something after the method in use for a long time in England, and finds that it yields 36.6. Thus 40 per cent increase in the cost of living is not an excessive estimate for the end over the beginning of the decade that closes with the present year. This coincides also with Dun's figures quoted above.

Those who argue that the present time is one of great and undiluted prosperity for all classes will find small comfort in these figures. To cover the increase in the cost of living which we have noted a more than normal addition to the pay-rolls of the country will be necessary. Ten or even twenty per cent increases in wages will hardly compensate for a 40 per cent rise in the cost of the articles necessary to keep soul and body together.—*The Independent*.

## "The Discarded Inalienable Rights."

JOSE GROS.



WE have now in this nation about 45,000,000 of men and women over twenty years old. That means about 40,000,000 over twenty-five. That should mean at least 20,000,000 intelligent enough to see the absurdity of our many present conflicts, as they read, day after day, our multitude of papers. There they must see that most, if not all, our leaders and teachers fail to agree on how to reach any of the many problems in our hands. And almost every day those problems come to show that we must have made some great mistake, are

all the time making mistakes, because of the wretched results produced over the whole keyboard of our national life. We have all manner of troubles between individuals and classes, between those who need jobs and those who alone can give jobs, for men to live some kind of life. We have conflicts between corporations and the laws of the states and those of the nation; conflicts between the nation and the states; conflicts between those two sets of laws, state and national, and the judiciary of the nation and the states. From tramp to supreme judge, we don't seem to

know where we are at. Every now and then labor complains of our laws. Every now and then capital has a great deal to say against our laws. Very, and very often, many of us say that our laws are not respected or obeyed. Occasionally, we say that our laws don't produce the desired effects and we need stronger laws. And our 20,000,000 intelligent ladies and gentlemen over twenty-five years old, out of our 40,000,000 of them, are just as much perplexed as the most ignorant of all. And the vortex of our miserable disagreements and conflicts goes on.

We all forget that about 130 years ago we revolted against British rule and assumed the responsibility of building up a nation that should respect—the inalienable rights of men. Have we ever done that? Have we ever built up such a nation, as we practically promised to ourselves and to the civilized world we would do? What is the meaning of the combined word—inalienable rights? Rights that man has no right to blot out of existence or transfer to other men, rights that exist "*per se*," are innate, inevitably attached to every human being.

Where can we find any respect for any such inalienable rights? From the very inception of our national life up to date, have not our social conditions and relations rested on that principle of monopoly, favoritism, privilege which repudiates all inalienable rights? Our laws, consensus, traditions—have they ever taken any cognizance of such rights? Jesus stood for them, lived and died for them; but we don't even wish to accept them from Jesus. No wonder that we have troubles galore. And we shall keep having them until we cease playing the Pharisee.

In the essentials of human growth and human rights, the inalienable ones, what has ever been the difference between our nation and any of the others, today or 4,000 years ago? Have we not always abandoned to—King Monopoly—the grandest and richest domain that any nation received from God and Nature? We commenced to do that before we were sure that we would accomplish our independ-

ence from Great Britain. We placidly accepted the same unholy process during our Colonial period and through our home Colonial legislation, besides what England did on her part.

How can there be any peace among men on earth, how can we have any real manhood anywhere, with sinners or saints, as long as the worker is not, by the laws of the nation, given full and complete freedom to the natural resources he may see fit to develop? All that the worker should be required to do is to pay his annual share in supporting the government that protects him from monopoly rule, from land monopoly first, from wealth monopoly if necessary. And is not all wealth the result of labor applied to land somewhere, in forms direct or indirect, through actual production, transportation and exchange?

We all know that. We even know the simple processes by which the job can be accomplished, by which all monopoly rule can rapidly come to an end, and so by simply respecting the principle of universal equity in the social and industrial order of every national group. But then, that would imply the recognition of the most criminal blunder possible on earth, among men; and we don't seem to have moral courage enough to do that, as yet. Our Christianity is not yet Christ-like enough for us to repent and thus stop the great social crime of all centuries and all nations.

We thus prefer the continuation of the same old social chaos, by which we all, collectively, decree a wretched existence for all of us individually. Each one of us fundamentally stands against all of us, and we all fundamentally stand against every one of us. Is not that pitiful, disgraceful?

And here we are, the wise and the ignorant, the poor and the rich, the good fellows and the bad ones; we all hankering after and worshiping this or that set of laws with which to solve the labor problem, the capital problem, the corporations problem or any other of the fifty we may have, in every nation; while none of us wants any sense, or any equity, or any honesty anywhere, at the foundation of

human life! Civilization is yet a species of moral insanity. That insanity can vanish and disappear as soon as enough of us, fine people, wish to be sensible. That is the only consolation we can really have. That is the only optimism we need, and is just the kind we refuse to have. Most people prefer the optimism of keeping doing evil that good may come, or that of learning through a continuous chain of blunders, when we learn nothing.

The whole program of natural human development is constantly formulated by divine laws, by the most direct commands of Jesus, by the whole order of creation, by all the forces, relations and results in the universe outside of the collective human will. And that program is swept out of existence by humanity grouped in nations and churches. Most of the plain people, in those churches, and nations, mean well enough, have always done so. But don't you see that they have never

been taught how to reason correctly! And they have never been allowed to live and grow in such a way as to enable them to discard the complex teachings of men, much less to see and grasp the simple teachings of the All Father and His sublime creation.

It takes a restful, quiet life, free from anxieties for the tomorrow, with a certain sufficiency of the good things for the healthy material existence of every day; it takes all that for us to develop healthy ideals and thoughts. Do you suppose that God has abandoned all logic and sense, all scientific adjustments in the formation and evolution of the healthy human soul? "If a man keepeth my saying he shall never see death." And still the wisdom of men decrees that human life should be a perpetual physical and spiritual death for most human beings, in relation to what human life shall be for all when we see fit to behave.

## Railroading In The Arctic.

### A Trip On America's Most Northerly Line.



THE Nome-Arctic Railroad is the most northerly railroad on this continent. From the shore of Bering Sea at Nome it crosses the flowering tundra and creeps and bumps its way into the heart of the eternally snow crowned Sawtooth Mountain range.

It was built for the transportation of supplies to mining camps scattered along the creeks and Snake and Nome rivers and in the mining districts of the Kougurok, said the *New York Sun*. Passengers are as yet unconsidered trifles, who at the rate of ten cents a mile are permitted to hang on if they can. Naturally it runs only in summer.

The roofless Pullman car is flanked with kitchen benches. When the writer started to get on, it was solidly packed with miners and track laborers with pick and shovel and pan, brown canvas bags or oilcloth

packs. There were also some women and children going out to gather wild flowers. A roofless freight car was piled with merchandise. The one available seat was a lofty perched keg of nails.

Freight aboard, the square, flat topped little logging engine began to sing like a Dutch kettle, then slowly, cautiously we teetered northward, skirting pathetic Queen Anne cottages and canvas, tin can and tar paper shacks. Once across Dry Creek bridge the town began to drop out of sight until the almost imperceptibly rising tundra was on a level with the sea.

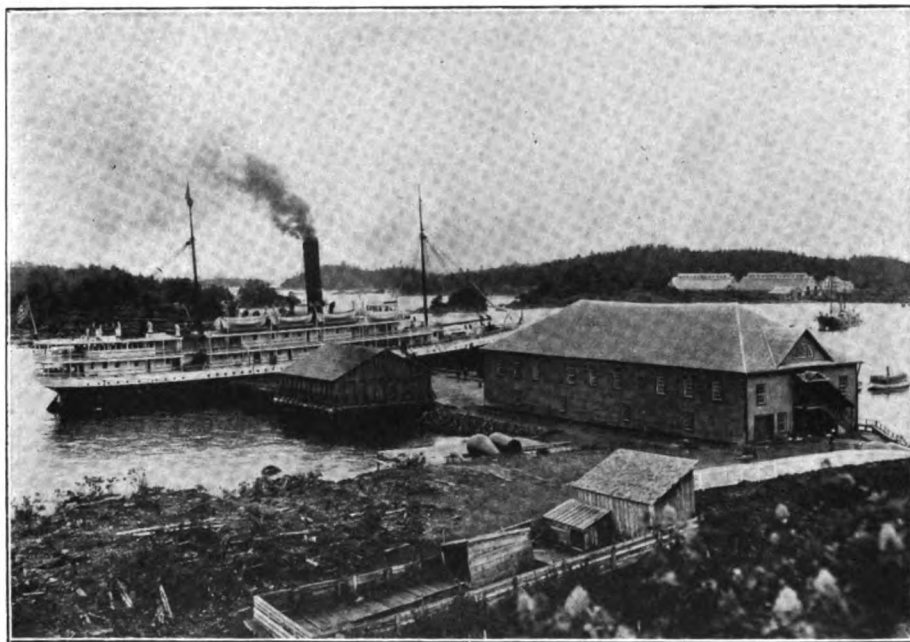
Scarcely had the town vanished when foothills hung in impenetrable purple shadows began to appear. The tundra, everywhere broken with natural lagoons and man made ditches, was riotous with flowers and waving fields of cotton. Where

cotton grows look out for ice not far below, veteran Alaskan miners say.

Man of all work is the Nome-Arctic's conductor. In leather overalls and puffing a huge cigar he stumbled over freight and passengers in an effort to gather fares, while everything animate or inanimate scrambled to keep from rolling off into the tundra or creeks.

In the building of rail or wagon roads Alaska's unsolved problem is the tundra. Composed of decayed vegetation and peat and reindeer moss, it covers, like an allur-

second in Alaska and the first on the peninsula, was built in July, 1900, by the Wild Goose Mining and Trading Company for the transportation of freight to its properties on Anvil Creek, four and a half miles from Nome, wooden ties were hastily laid over the tundra with little or no roadbed preparation. The tracks when it rained sank into the tundra until the water often covered the floors of the cars. In winter when the Great White Silence, as Jack Frost is called in the Northland, envelops the Arctic, the railroad ties furnish a trail



STEAMER AND WHARF, SITKA, ALASKA.

ing, deceptive carpet, ground frozen nobody knows how deep. Parallel with the sea for leagues, it stretches back from Nome beach four or five miles into the foothills of the Sawtooth Mountains.

Wet or dry, the tundra is spongy. When dry it yields to the tread with a crisp crackle not unlike burned paper or straw. Saturated with rain, a characteristic of northwestern Alaska summers, it is as dangerous to man or beast as a fog or a quicksand.

When the Nome-Arctic Railroad, the

for the musher. To miss footing, however, is often to sink hip deep in the tundra.

The fare to Anvil in those days was \$1 one way, while freight was at the rate of four and a half cents a pound. The cost six years ago for a horse team to Anvil Creek, four and a half miles, was \$60. The Nome-Arctic Railroad, in consequence, cleared in the first season of less than three working months \$60,000.

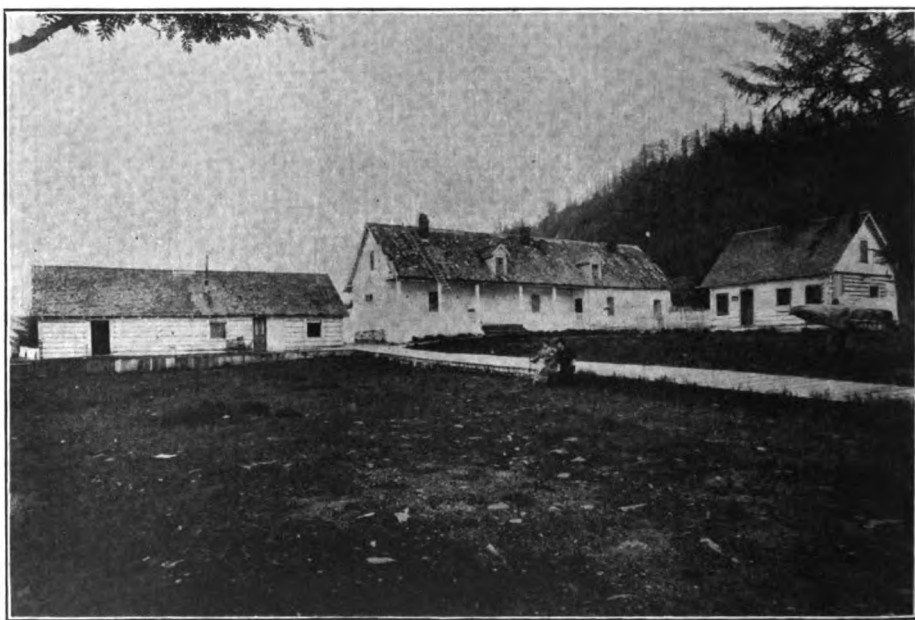
The road had been extended to Station Ex, twelve miles from Nome, when the Wild Goose Company sold it in the sum-

mer of 1905 to the Northwestern Development Company. With change of ownership came change of name, and to the newcomer the Nome-Arctic is now the Seward Peninsula Railroad.

These facts a statistical sourdough imparted as the train wobbled into the first station, Brownville. Scattered everywhere back of the roadhouse were canvas or tarpaper shacks, derricks, huge dumps—the winter's diggings waiting for water to clean up—a network of sluice boxes and miles of canvas pipes coiling like huge reptiles through the tundra.

history of the owner, rarely without tragedy or melodramatic coloring. Not less plentiful than the claim-locating sticks are abandoned excavations telling of hopes shattered, dreams dispelled. The tundra is strewn with these hope graves.

It requires a Nome-Arctic churning fully to grasp the joy of alighting at Ex—twelve miles in half a day—and the surprise to find station and roadhouse in the keeping of two wholesome women. Mrs. Wilson, of Oregon, is ticket and freight agent, telephone girl and messenger boy, freight distributor, postmistress and gen-



LOG FORTS. NOW PRISONS. FORT WRANGEL. ALASKA.

From Nome the tundra seems a level stretch to the foothills. The railroad, however, has a steady upward grade, 100 feet to the mile, until the highest point is reached, Summit, which is fully 500 feet above the sea level. From Dexter, the fifth station, the railroad takes a steep downward grade.

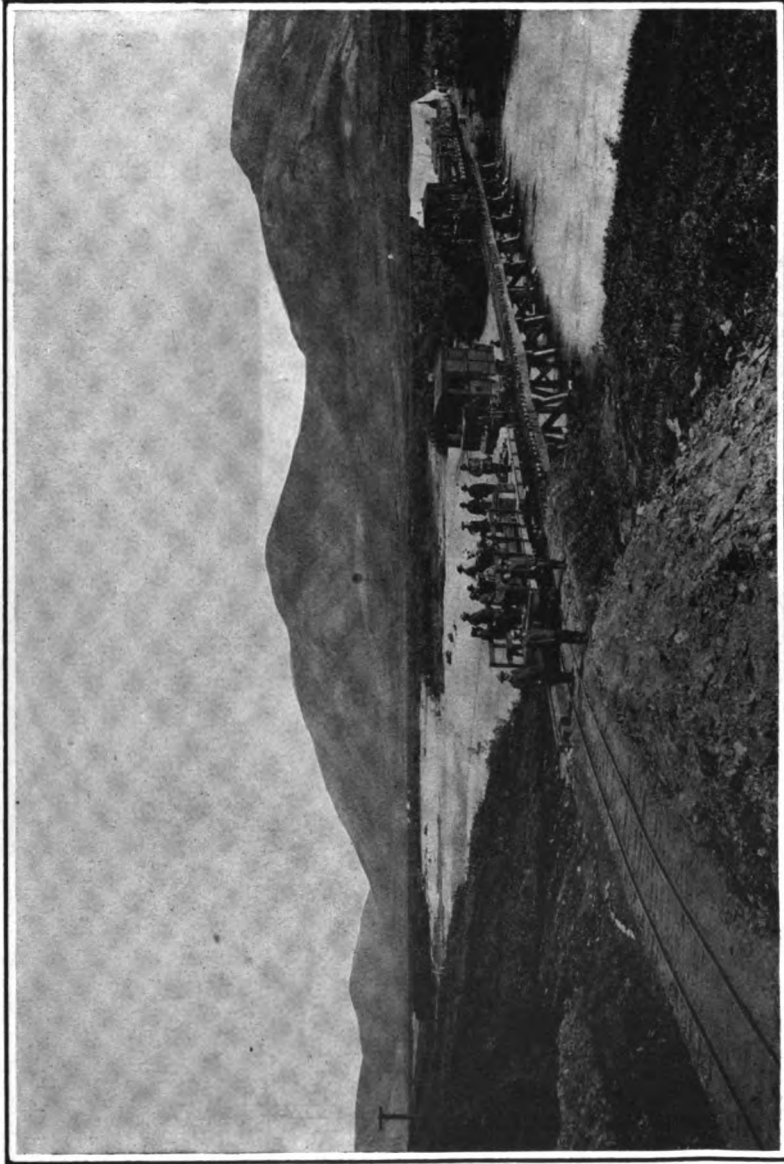
Since one Brown struck millions hereabouts every foot of the tundra is staked. Sticks sporting gay rags mark the claims and vie in hue with the wild flowers and never fail to evoke from Sourdough the

eral joshier. Her partner presides over the commissary department.

The station, a huge wooden barn, was raised on stilts from the tundra to a level with the railroad bed. From floor to roof bunks hung four deep. A rusty, fireless stove with tin can wash basin served as dresser. Outside the door was a roofless veranda upon which a Chinaman was soon cutting up the haunch of reindeer our freighter had brought from Nome's cold storage.

Ex station was feeding daily from

seventy-five to one hundred and fifty railroad employees at \$1.50 a day each, while from thirty to a hundred transients at \$1 a meal were grateful for the hospitality of these women, who confided that they had Railroad and contracted to feed its employees, and pull up both station and roadhouse and follow the railroad in its stride to the Kougurok, some eighty-three miles from Nome Beach.



FIRST PASSENGER TRAIN CROSSING NOME RIVER BRIDGE. ALASKA, JULY 17th, 1906.

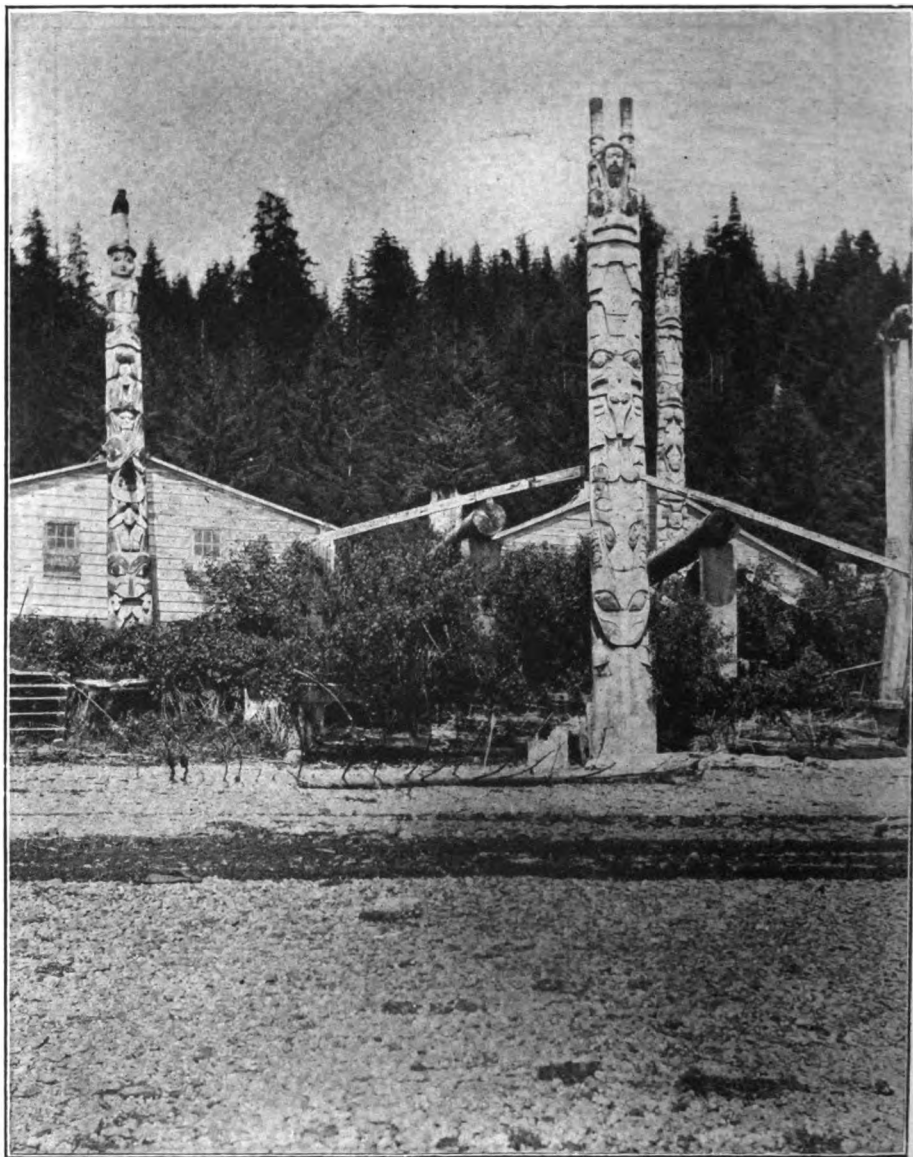
every reason to expect a clean-up of \$10,000 at the season's close. The outdoor working season of the Arctic is 125 days.

The women leased the station and the roadhouse from the Seward Peninsula

The Nome-Arctic was in the season of 1906 practically rebuilt, and in crossing beautiful Salmon Lake it achieved its object in reaching the Kougurok. Five miles were completed in twelve days.



Under the original cross-wood longitudinal ties were placed to strengthen the road, while the interstices were filled up with gravel tailings from neighboring sons who had bought the tailings to part out in quest of gold. The ever menacing ice beneath the road-bed necessitates constant vigilance and the



TOTEM POLES, KASAAU, ALASKA.

winter dumps. Here arose a difficulty employment of a large force of men constantly to be met elsewhere in railroad building, for no sooner were the tailings raise ties and fortify rails. These men earn used up than the railroad was sued by per- \$5 a day with board, or \$7 without board.

Second-class passage from Seattle to Nome may be had for \$70 for the round trip. It is quite possible for a man to return to the states after 125 Arctic working days with \$400 to his credit.

Aside from the surprising beauty of the landscape through which the road runs, the vital, abiding interest to the tourist is the people met, all of whom are more or less gold mad.

"Lift my umbrella," said a middle aged woman smartly gowned, who sat beside the writer.

The umbrella, tightly rolled, was thrust through a huge sable muff. With difficulty the muff was raised a few inches.

"It requires two hands, both ends and not a little strength, and some practice." The woman smiled and explained that the muff concealed seventy ounces of gold dust, that day's clean-up on her claim in Dexter Creek.

Thrice a week she went to the mine to superintend the sluicing or clean-up and carry back the gold secured in the sable muff to the Golden Gate, Nome's Waldorf-Astoria, where she passed her summers.

"It's too late now for the bank," she added as we parted, "so I will keep the poke in my bedroom until morning."

## A Strategist.

**I** RECKON," said Emerson, the milkman, seated on the edge of the post office porch, with his legs dangling — "I reckon they'll have the 'lectric road up here by Christmas."

"An' I reckon they won't," said Randolph, the stage driver, with deliberation. "I reckon they won't, because they can't get up here without a right o' way, and they haven't got any right o' way yet."

"Ah, but they have, Sam," said Jorgenson, the postmaster and storekeeper, breaking into the conversation. "They've got the right o' way through the big vineyard—got it yesterday. I'm sorry for you, Sam, because you won't have anybody to haul up from the railroad after the trolley cars start runnin', but what's the use o' kickin'?" the postmaster concluded with a comprehensive wink at the entire company.

The stage driver arose, dusted the seat of his trousers with his open hand, and walked toward his waiting vehicle.

"Don't you worry about me, Bill," he said "an' don't go to makin' any bets on the 'lectric comin' up here because they've got a right o' way through the big vineyard. If you'll scratch your head, an' get your thinkin' apparatus in order, you'll

remember there's a little old ten-acre apricot grove just this side of the 'wash,' and they ain't got a right o' way through that. And who does that little old ten-acre patch belong to, hey? and how are they goin' to get their trolley road up here to Monte Vista without crossin' that patch, hey?"

"By George, that's so," confessed the postmaster, as the stage driver kicked off the brake, hit the horses with the whip and disappeared down the broad, white California road in a cloud of dust. "Sam owns that piece of land, and they simply can't get in here unless they make terms with him. Well, doggone his old hide. Couldn't you tell he come from Maine?"

"Yes, but Jorgenson," said the portly retired merchant who lived up on the mesa, whence he descended daily for his mail, "they'll condemn a right of way through his land if he undertakes to make them pay an extortionate price for it. He can't hold them up that way. Some of you fellows ought to warn him, or he'll make a serious mistake."

They did warn him, but he had evidently made up his mind that the railroad people would rather pay his price than bother with legal proceedings.

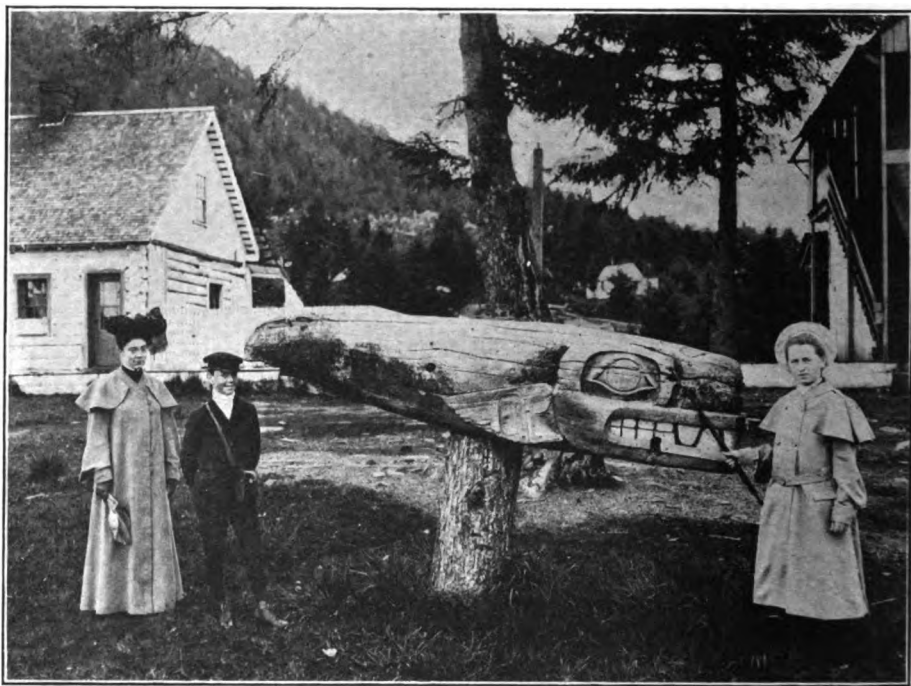
The company offered to buy the whole

ten acres for twice what the land was worth; he responded by asking five times what it was worth. Finally, weary of haggling and delay, the counsel for the road instituted condemnation proceedings. Within two weeks Randolph learned that he had been awarded about one-tenth of the sum he could have had. The court had ordered him to be compensated for the right of way 75 feet wide, and no more.

"I reckon, Sam," said the milkman, when the news became known, "that you feel somethin' like the dog that old

vouring juggernaut, hey? Well, don't you lay no bets on the cars gittin' here till they arrive."

"You ain't goin' to stand 'em off with a Winchester, are you, Sam?" inquired the storekeeper, with another wink at the concourse. "They'll get you into jail down at Los Angeles if you try that. You know that's what happened to the feller down Whittier way that undertook to stop 'em from layin' track. Wouldn't like to have to come down to Los Angeles and bail you out, Sam."



WHALE TOTEM, FORT WRANGEL, ALASKA.

'Aesop's Fables' tells about that dropped a good piece of rump steak in the crick for a grab at the shadder of it. Never pays to be greedy, Sam."

There was a chorus of laughter from the loungers on the post office porch, but the stage driver remained unruffled.

"You fellers needn't lose any sleep worryin' about me," he said; "ain't been no trolley cars whizzin' and boomin' past your place yit, has there, Emerson? No, youngsters been squelched under the de-

There was another roar of laughter, but the stage driver was unmoved. He said nothing, and he remained silent during the months succeeding, while the road was being graded up the hill from the big Santa Ynez "wash." He paid no more attention to the construction gang than he did to the wits on the post office porch, and these latter, failing to "get a rise" out of him, finally ceased to jest at his expense. They concluded that he had accepted the situation as gracefully as he might.

This impression was strengthened when Emerson, the milkman, driving one day past the Randolph apricot grove, found the owner thereof busy planting something among the trees on both sides of the right of way of the electric road.

"Ah, turned from stage drivin' to agricultooral pursuits, Sammy," said the milkman. "What might you be plantin'?"

"I might be plantin' honeysuckles or bologna sausages," replied the stage driver calmly, "but I ain't. I'm just plantin' potatoes."

"But, man alive," cried Emerson, "don't you know it's too late to plant potatoes,

"You can go to the devil, Sam," returned the milkman, and he rode off convinced that the stage driver was a fool. "He's tryin' to get even on potatoes for that money he lost tryin' to gouge the railroad," he declared at the postoffice the next day.

Work on the electric road progressed. Poles were set, and wires strung; the graders cut and filled and scraped and dumped. A trestle was built across that part of the "wash" usually flooded by cloudbursts in the mountains. The rails were laid, and the track was leveled up. At last it was announced, two or three



DAVIDSON GLACIER, ALASKA.

an' what's more, the potato bugs are fairly swarmin' this year? Why, you might as well chuck them potatoes you're plantin' down in the canyon for all the good you'll get of 'em."

"I'm inclined to think you're mistaken, Mister Emerson," returned the stage driver with elaborate courtesy, "but anyway, now I think of it, who does these potatoes belong to? Why, by hokus"—with a start of affected surprise—"I don't b'lieve you own these potatoes at all. So there's no call for you to hurt yourself worryin' over what becomes of 'em."

days before Christmas, that the first car would be run over the new road into Monte Vista on that festal day.

When Sam Randolph heard the news, he went over to his potato patch which strung along either side of the track for 200 yards. The plants were flourishing finely—remember that winter is the growing season in California—but it was evident that they would not flourish much longer, since they were almost covered with potato bugs—crawling myriads of them.

This spectacle seemed to give the stage

driver no uneasiness. On the contrary he surveyed the insects with an expression of something like satisfaction. He took from his pocket a small tin box, and extracted from it a pinch of fine white powder, which he deposited upon a leaf that was fairly alive with potato bugs.

The effect was instantaneous and surprising. The bugs sniffed once or twice, sat up on their hind legs, shook their heads in pained surprise, and then started in every direction. It looked as if every bug had a sudden and pressing engagement at some distance away from that particular spot.

Mr. Randolph slapped himself on the chest, and chuckled.

"The stuff's all right," he observed, "doesn't kill 'em, but inspires 'em with a desire to travel. I reckon," he went on, as the last bug scuttled off the leaf—"I reckon there's a few points your Uncle Samivel ain't overlookin' even if he ain't so young as he used to be. Your Uncle Samivel has been out in California country quite a spell, but he's 'riginally from Kennebunkport. Ho! ho! Now for the rest."

With these words he produced a spade, and began to dig a shallow and narrow trench around his potato patch, enclosing it on three sides, but leaving it open on the side that faced the railroad. He repeated the operation on the other side of the track. He went away, and returned shortly with a wheelbarrow upon which was a barrel half full of the white powder with which he had experimented on the potato bugs. He spread this thinly in the trenches he had dug, and chuckled to see that the potato bugs fled from it in the direction of the railroad. When he had satisfied himself that his entrenchments were secure, so to speak, he went home.

Christmas day dawned bright, fair and warm, as it always does in California. Monte Vista was en fete in expectation of the first trolley car. Jorgenson had the American flag draped over his store door, causing Emerson, the milkman, to make some sotto voce remarks about conductin' piracy under the shelterin' folds of the starry banner. Stephens, the opposition grocer, had a string of Japanese lanterns

strung from his establishment across to the second story of the shoemaker's house. The village doctor had a big "Welcome" in evergreens over his front gate, which elicited further ironical remarks from the milkman. Up at the hotel the landlord had flags all over the establishment, and the Chinese cook went about with red, white and blue ribbons braided into his queue. Festivity was in the air.

At 10 o'clock, the hour set for the arrival of the first car, expectation was at its highest pitch. At 10:30 it had become painful. At 1 o'clock no car had arrived, and it was felt that something had gone wrong. Young Tompkins was hanging around the postoffice with a pony and cart, and he was dispatched down the line to discover what was wrong. He was gone fifteen minutes, and then returned purple with laughter.

"What's up?" demanded Jorgenson: "what's delayin' the percession, Alf?"

"Ha! ha! ha!" roared the youthful Tompkins, almost falling out of the cart in the ecstasy of his mirth. "Sam Randolph's holdin' up the 'lectric road. He's got the track greased with potato bugs, and the cars can't git up that grade by his apricot orchard!"

"Greased with potato bugs?" interrogated the storekeeper.

Then the milkman burst into laughter. "Ho-o-o-o-o!" he shouted, "didn't I tell you the doggone old rascal was from Maine? I understand it. I see now why he was plantin' potatoes out o' season, and the country full o' potato bugs. Oh, well, if that ain't the worst! Come on, let's go over and see the fun."

The whole village started, some in vehicles, some on horseback, some afoot. Past the school house, past the village library, past the Congregational church, past two or three small orange groves, and then they came upon the scene of events.

It was on a steep grade, and at the bottom of it was a trolley car decked out with flags and streamers and inscriptions. Ever and anon the motorman would turn on the power, and the car would make a rush up the grade only to stop half-way, and, with a great buzzing and slipping of the

wheels, slide slowly back again. The rails were slimy and slippery, and the cause was plain to see.

Potato bugs! millions of them! billions of them! Crawling down from both sides of the track and meeting in the middle of it, they swarmed over rails in such quantities that the metal was entirely hidden.

And Mr. Samuel Randolph?—Up to one side of the track, blowing a white powder from a bellows upon the potato vines, while on the other side of the road a Mexican in his employ performed a similar office. Mr. Randolph was solemn and earnest. He paid no attention to the shouts and jests of his neighbors. He paid little more heed to the protests of an official of the electric road who had come up on the trial trip.

"You're stopping traffic," shouted the gentleman, hopping around and waving his arms in the air.

"Who—me?" demanded Mr. Randolph in surprise; "why I ain't doin' nothin' but powderin' potato bugs."

"But you're driving the bugs on the tracks, and the cars can't get up the hill."

"H'm," observed Mr. Randolph musingly, "it seems to me that's a matter you've got to discuss with the bugs. So far's I know, there's no law again a man powderin' bugs on his own place, and he can't be held responsible if the bugs want to take a trip in the trolley cars."

"Meantime," he added, "lemme call your attention to the fact that you're trespassin' on my land—my land, understand—be-longin' to me, Sam Randolph. Your dog-gone miserly company might have had this land by payin' my price. It preferred to condemn a right o' way. The right o' way's yours; this land's mine. You git off it dumb quick, or I'll give you a dose o' potato bug powder!"

The functionary retreated precipitately as Mr. Randolph aimed his bellows at him—retreated to the car, and after a brief consultation, was taken back to a construction shanty where there was a telephone. Mr. Randolph continued his operations against the potato bugs. The villagers sat around and laughed and awaited developments.

It may have been an hour when a second car was seen approaching. It bore, in addition to the discomfited official, a suave, smiling old gentleman who laughed heartily as he took in the situation. He was the general manager of the line.

He walked, still laughing, up the grade, crushing potato bugs beneath his feet at every step to the spot where Mr. Randolph was still wielding the bellows.

"I've come to buy your potato crop," he said.

"It's not for sale," replied Mr. Randolph firmly, but with a suspicion of a grin lurking at the corners of his mouth. "That is, it's not for sale unless ten acres of apricot orchard go with it."

The manager laughed again.

"I forgot to say that we want the land, too," he conceded. "How much do you ask for it?"

Mr. Randolph laid down his bellows, produced a stub of a lead pencil and an old envelope. He made some figures.

"The land's worth just what I asked for it six months ago," he said; "that's \$5,000. Then this here potato crop ought to be worth \$500 more, and I've got a barrel of bug powder left that I ain't got no further use for. Mebbe you'd buy that, too?" he inquired, the grin still spreading.

"Yes, we'll relieve you of that Mr. Randolph," said the general manager. "Put everything together, and make a lump price."

"Call it \$6,000," suggested Mr. Randolph.

"That's \$500 for the potato bug powder," said the railroad man, a little seriously.

"Well, it's wuth it, isn't it?" replied Mr. Randolph, snickering outright.

The general manager looked at the stalled cars, the bugs crawling over the tracks—looked at the stretch of potato patch and at Mr. Randolph. Then he laughed aloud.

"I guess it is," he said. "At any rate I accept your price. Come down to the car, and I'll draw you an order on the treasurer for your money."

"Now, boys," he shouted to a gang of railroad workmen who had come up on

still another car, "get busy here. Fill up those trenches on the inside of the potato patches, and dig others on the side next to the right of way. Sprinkle some of that powder in them, and then go to work and get those bugs started away from the tracks instead of toward 'em Shovel the bugs off the rails, and get up that sand. Hustle, everybody! Come along, Mr. Randolph, we'll do business now."

Within half an hour the cars were running up the hill, and the potato bugs were

running down it. The line was opened, and a brass band was tooting away in front of the postoffice. The populace was gathered there, and among those present was Mr. Samuel Randolph who, as he put his hand in his pocket, and felt the order for \$6,000, remarked with some pride and comfort:

"I reckon—yes, I reckon—that old Kennebunkport kin still hold her own when it comes to dealin' with amatoors."—*The Pilgrim*.

## Child Labor And The Nations.\*

SENATOR ALBERT J. BEVERIDGE.



WHEN, in the Senate, I introduced the bill to prohibit child labor in the republic, certain men in both parties denied the evil—others said it was "exaggerated." When, for two whole days, I read to the Senate testimony given under oath by men and women whose truthfulness none could question, denials of the evil ceased—we heard no more about "exaggeration."

The lowest possible estimate is that a quarter of a million stunted creatures are being poured into the body of American citizenship every year; and this decadent class is rapidly increasing. All our imaginary dangers to the republic combined do not equal the real menace of this concrete, living, growing terror.

England learned this during the Boer war, when, even with the lowest standard, it was impossible to obtain soldiers for a race which but a short time before had been the strongest people in the world. The curse of child labor had sapped their vitality and that of the parents who bred them.

We must have a national law, as there is little hope for a uniform state law. State laws are but a tax upon the state which passes them, while another state maintains its iniquitous system.

In every case where the question has been raised the Supreme Court has decided

that the power of Congress to regulate commerce includes the power to prohibit. It is said that if we can prohibit interstate railroads from carrying child-made goods we can prohibit anything else and that, therefore, the power cannot exist; but the Supreme Court answered that argument one hundred years ago by saying abuse of a power is no argument against its existence, and that when Congress does abuse its power the remedy is in the hands of the people at the ballot box.

But more powerful even than these decisions are the numerous declarations by the Supreme Court that the power of Congress over interstate commerce is precisely the same as its power over foreign commerce. Yet, acting exclusively under our power over foreign commerce, we have prohibited convict-made goods. If we can prohibit convict made goods from our foreign commerce, and if our power over interstate commerce is the same as, our power over foreign commerce, then, of course, we can prohibit convict-made goods from interstate commerce. And if we can prohibit interstate commerce in convict-made goods, we can prohibit interstate commerce in child-made goods.

Yet every one of these decisions, every

\*From Senator Beveridge's address before the National Conference of Charities and Correction, Minneapolis, 1907.

one of these arguments, was utterly ignored in the hasty, crude report of the House Committee on the Judiciary against this bill. That report, which was intended to kill the measure, merely recited certain well-known divisions between state and national action, cited cases not bearing on this bill, and deliberately omitted every case that does bear upon it. It merely asserts that the nation has no such power, and yet the chairman of that committee who made report, actually proposed in Congress only five years ago that the nation take charge of the coal mines of Pennsylvania.

Not only has the Supreme Court uniformly upheld the power of Congress to prohibit articles from interstate commerce; Congress itself has passed a score of laws exercising that power, and no Congressman or Senator objected. We have prohibited nitroglycerine from interstate commerce in vessels; prohibited the transportation of explosive materials in vessels; prohibited the introduction or sale through interstate commerce of dairy or food products falsely labeled; prohibited interstate commerce in cattle without a certificate from the Agricultural Department; pro-

hibited interstate commerce in gold and silver goods with the words "U. S. Assay" on them; prohibited interstate commerce in insects; prohibited interstate commerce in loose hay on passenger steamers; prohibited interstate commerce in obscene printed matter—this latter although the Constitution expressly guarantees freedom of speech, and the courts have held printed matter to be speech as much as spoken words are speech; prohibited interstate commerce in quarantined cattle, although such cattle might afterwards be found to have been perfectly healthy.

Every one of these laws was passed exclusively under the power given Congress by the Constitution to "regulate commerce among the states;" not a single objection was made to any of them; many of them prohibited interstate commerce in articles not injurious in themselves, such as gold and silver goods. Yet in the face of all these laws, passed without a Constitutional or any other objection being raised, in face of express decisions of the Supreme Court, we are told that to prohibit interstate commerce in child-made goods is unconstitutional.

## The War Between Capital And Labor.

EDWARD HOWELL PUTNAM.

**I**F, as is frequently asserted, Labor's attitude toward Capital is blind, fanatical and destructive enmity, it is on the other hand no less true that Capital's attitude toward Labor is a bigoted, ignorant, vindictive one.

The average of cultured intelligence is of course higher among "capitalists"—employers—than among laborers. But the average employer is quite ignorant of the fundamental economic laws which dominate industrial co-operation as the average laborer is. The one is as blind as the other, in this respect. If the laborer imagines that his rewards are meager because the employer gets the lion's share of the joint

product, so likewise the employer believes that his profits depend upon the rate of wages. In other words, each thinks his own share of the joint product depends upon arbitrary limitation of the other's share. Both act as if they thought the main chance for increased havings to the one, depended on curtailment of the other's income. Neither, broadly speaking, recognizes any identity of interest—a fact which the laborer frankly confesses, and which the employer denies with his mouth but affirms by his actions. And where an individual of either class ostensibly embraces the idea it will usually be found that his mental concept of it takes the form of "That which is to my



interest is also to your interest." And it is doubtful that he could be made to see the identity with this of the formula: "That which is to *your* interest is also to *my* interest."

Meantime, the war between "capital" and labor goes destructively on, each combatant blindly striking at his friends, while the real enemy of both boldly robs them in broad day, and walks away with the plunder unmolested.

The form of this warfare is now undergoing a radical change from what it has been heretofore in America. The laborer is coming to look upon Socialism as the potential solution of his problem, while the "capitalist" is fortifying the battlements of coercion for the defense of his "rights." The Socialist propaganda is sufficiently apparent on the one hand, while the war of extermination against the militant trades union by organized capital, if not yet obvious to general society, is none the less a virile, palpitating, rapidly advancing fact.

Socialism, entirely apart from its merits per se, is at present an impossibility. Of course, the fact of its impossibility will make no difference to its propagandists. Given, therefore, that other conditions persist as at present, the Socialist propaganda will proceed. Consequently, if "capital" continue in its present attitude, the industrial war will inevitably increase in virulence and destructiveness, entailing incalculable loss to all society, with the imminent menace of results appallingly disastrous, to say the least.

Such bitter and increasing enmity as is now developing in this country between labor and "capital"—that is to say, between the laborers and their employers—is a frightful thing to contemplate; it is socially destructive, and morally intolerable.

While it cannot be denied that some employers are so unjust as to merit the antagonism of their employes, and that some of the latter are on their part quite as bad, yet there is no necessary reason, inherent in the normal relations between employer and employe, for general friction.

While the prevailing antagonism springs from a misconception of the economic problem involved, its effect tends to intensify, none the less, the adverse conditions which

are complained of. The workman, believing himself to be exploited by his employer, habitually expresses his resentment in a spirit of indifference to the welfare of the business, the total product of which comprises all that is available for division between himself and his employer, unmindful of the obvious fact that the less the product, the less must be the mutual gains. He often "kills time," destroys tools and facilities, neglects common duties, spreads discontent and aggressive enmity toward the employer among his fellows. The whole vast army of labor is, broadly speaking, imbued with the idea that the employer is a robber, and that labor is the victim. Why then should the laborer interest himself in the latter's business, any further than to insure the tenure of his job? Why care for the tools which are furnished for his use? Has he not been exploited of many times their value by the "capitalist" who provides them?

Such reasoning and results spring naturally and inevitably from the belief that the prosperity of "capital" impoverishes labor. And unless help comes from some source the conditions will grow worse and worse.

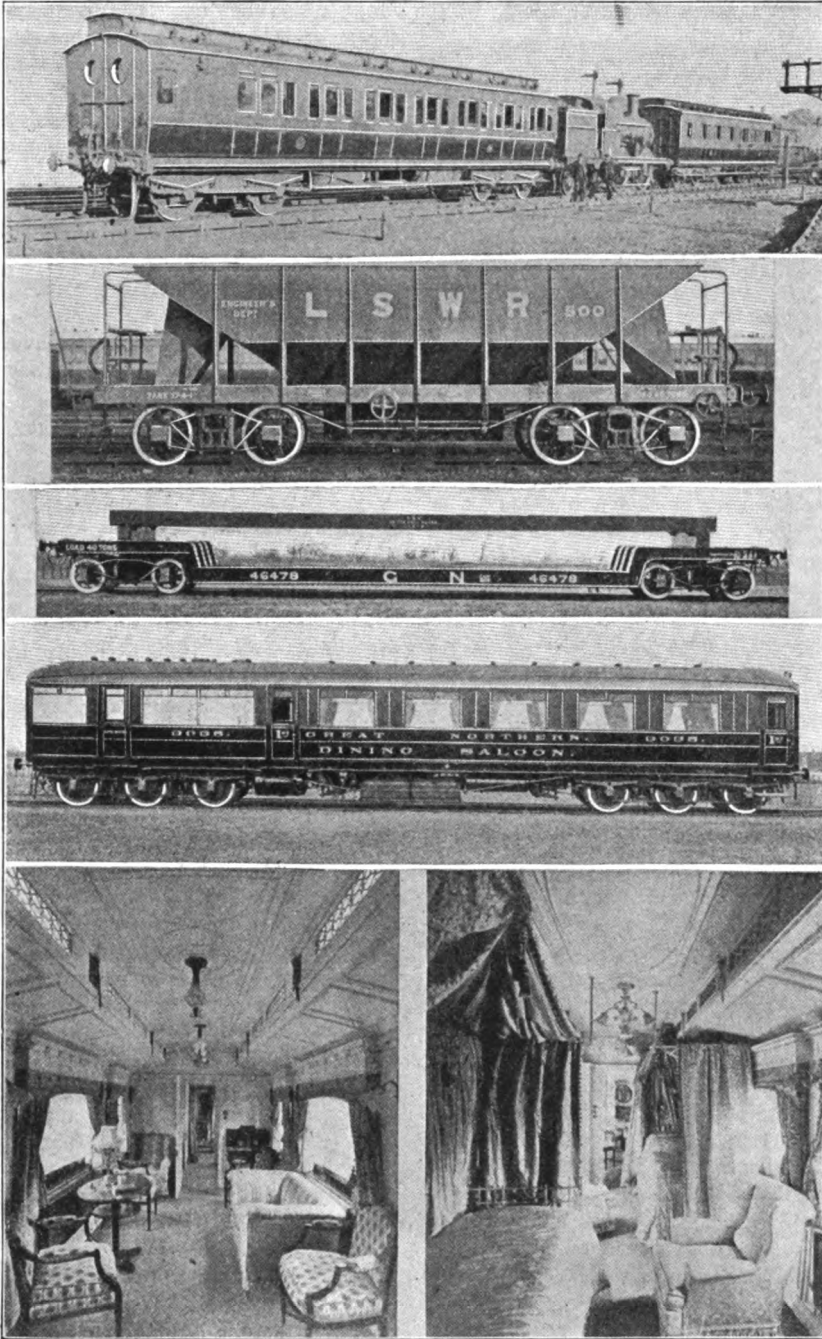
Whence then shall help come? Surely not from the laborer so long as he continues to regard his employer as a merciless oppressor. So long as he imagines that it is his employer's hand that strikes him he will decline to kiss it. He knows that he is being struck, he feels the sting, and he resents it with insulted, burning cheek and angry heart.

I say, He *knows* he is being struck; and, he *thinks* by his employer.

Is it his employer who is striking him? And if not, will his employer take the trouble to undeceive him? Nay, if the employer is being struck by the same hand that strikes the workman, will he join forces with the latter to put a stop to the injustice?

Much depends upon the answer to that question.

The employers of labor generally, at the present time, though not actually abetting the common enemy, do nevertheless manifest an attitude of indifference toward his devastations in the field of labor; an attitude that goes far to justify the laborer's



TYPES OF ENGLISH CARS.

The above illustrations are selected from a large number of views used by the president of the English Institution of Mechanical Engineers in his annual address. The first is a two-car Irish train which operates with the locomotive between the cars. The second is a standard ore and coal dump car. Next is a car for transporting large steel girders of 40 tons. The dining car is 65 feet long and weighs 39 tons. The two lower views show the interior of the Queen's private car.—*Popular Mechanics*.

suspicion that his employer shares in the plunder.

We do not know, of course, how many "capitalists"—employers of labor, engaged in competitive business—are also beneficiaries of some form of special privilege, or private monopoly. But it is true that the capitalist employer, as such, is justly entitled to all that he can get of profit from competitive business. And there are thousands upon thousands of employers whose entire profits are thus derived. Now, why should not these capitalists join forces with labor to overthrow the common enemy, the Monopolists, who plunder both Capital and Labor, and that, too, to so enormous an extent as to actually reduce the purchasing power of labor, during a period of productivity so prodigious as to overtop all previous calculations of possibility—why should not competitive capital and labor unite to protect themselves from this stupendous exploitation? For is it not manifest that every dollar that goes to special privilege and private monopoly is extracted from competitive industry—from the sum total which would otherwise be divided, competitively, among the capitalists and laborers of the country? Necessarily so, for Monopoly, unlike Capital and Labor, produces nothing; and imparts nothing, can impart nothing, in return for what it receives.

But is this fact manifest to the capitalists, to the generality of employers? Was I mistaken when I said, above, that the employers are as ignorant as the laborers in regard to the economic fundamentals of the industrial problem?

My assumption is, it seems to me, a charitable one; for if the capitalists (I use this term "capitalist" in the colloquial sense) really grasp the situation, then language were inadequate to fitly characterize their moral depravity! If the capitalist of the competitive field is conscious of the fact that the swollen fortunes of monopoly are derived, through the power of monopoly, from the industry of the wageworkers, in the main, then the capitalist richly deserves all that laborers say and believe of him. To be cognizant of such intolerable injury without striving by all means to defend its victims, is to be more wicked than the perpetrators themselves; for they may plead in

extenuation the irresistible temptation of enormous booty while the disinterested intelligent spectator must answer to the charge of sheer indifference, under circumstances that would spur into corrective action any being who measures up to the stature of decent manhood.

And this confirms my opinion, namely, that the capitalist is simply ignorant of the economic principles involved. He does not realize the fact that the swollen fortunes of the beneficiaries of monopoly and special privilege are just so much of plunder that could otherwise go in wages to workers.

It is quite impossible for any man who has never seriously studied economics to clearly see this simple truth. Tell such a man that the tribute of ten dollars a ton above a fair competitive price for iron impoverishes the laborer, and he will form a very uncomplimentary opinion as to your intelligence.

A case in point: In an article, lately printed in a certain Pennsylvania newspaper, I repelled the editor's assertion that the propertyless laborer paid no taxes, saying, among other things, that he contributed to the payment of taxes indirectly, for if he paid rent to a property owner, he supplied the money to pay the taxes on the rented property. I also said that the laborer helped towards the payment of the monopoly tribute on, for instance, copper, which was selling at 26 cents a pound, while half that price would afford a fair profit to the producer. The editor pooh poohed the idea, and exultantly queried: "How many pounds of copper does the average laborer buy in a year?" And yet, this editor was doubtless quite as adequately qualified for economic discussion as the average capitalist is.

Another case in point: A certain clergyman, an exceptionally intelligent and capable man, wrote me recently, commenting upon another article of mine which he had read, applauding my solicitude for the "toiling masses," but giving it as his opinion that, "On the one hand, the paper paradise of the Socialists seems to me visionary and impossible; and on the other, to wait for the gospel of love to transform the employing class is to endure our present ills until the millenium." He is an educated

man who sincerely wishes to find a remedy for the exploitations of the poor; a man who has read and commented upon articles which pointed out with great and precise particularity the *monopolists* as the exploiters, and whose mental processes transmute "monopolists" into the "employing class!" Plainly, his concept of the industrial system is identical with that of the Socialists. He recognizes but two parties to the system—Capital and Labor. "Not till the millenium will Capital do right by Labor; therefore Labor must toil on hopelessly for ages to come." He reads in the newspapers that various groups of monopolists are plundering the public of hundreds of millions annually, yet it does not occur to his mind that to put a stop to this would greatly ameliorate the condition of Labor! In fact, he manifestly identifies these plunderers with the "employing class." He reads in the papers of other hundreds of millions wrested from the general public by exploiters of special privileges of various kinds; yet the thought never impresses him that to abolish every form of special privilege would lift much of the burden from the backs of the poor. Here again he identifies the beneficiary of unjust advantage with the "employing class." For it is only the "employing class" that, in his mind, looms as the oppressor of labor!

I have dwelt upon this particular case at some length only for the reason that it is typical—the great mass of educated men think as this educated man thinks. Every militant economist could cite similar cases indefinitely as to number. What wonder then that the multitudes of uneducated men, following these blind leaders, fall into the same ditch with them!

What proportion of the total annual product of our national industry goes to private monopoly and special privilege—to individuals who impart absolutely nothing in return? It is impossible to know, exactly. But there is good reason to believe that it amounts to one-half, at least. It is certain that it amounts to more than that, in the cases of iron and copper. At any rate, let us suppose, for the purpose of illustration, that monopoly takes half, leaving the other half for capital and labor to divide, competitively. Our editor and our preacher,

above referred to, are totally unimpressed by the fact. Now, would it not be interesting to speculate upon the question: Would it sharpen their wits just a little if monopoly (which, remember, gives nothing in return for what it takes) were to take the other half, also?

There would be nothing left to divide between the "employing class" and the laborers. Each would have to live upon past accumulations or starve.

At this juncture, what would our clergyman advise? That the monopolists be shorn of their privileges? No; oh, no. He would probably exhort the "employing class" to operate free soup kitchens for the poor laborers, until Heaven should send relief!

To return—and to conclude: The war between capital and labor results from a misapprehension by both parties of their reciprocal economic relations. Each imagines that the other's greed intensifies his own competitive struggle. Whereas in truth it is the ever increasing devastations of private monopoly and special privilege that, by curtailing the sum total available for division among the laborers and the "employing class," intensifies their struggle for existence.

If the laborers and their employers could be brought to see the truth how quickly their foolish conflict would cease!

But it is not at all strange that the employer and the workman who look only upon the surface of things, should take it for granted that the price received for their mutual product, less the *necessary* cost of material, etc., is the total amount that they can hope to share. They fail to grasp the significance of the fact that there is an enormous element of "cost" which is entirely *unnecessary*.

For instance, the cost of iron to the manufacturing employer of labor is now \$26 a ton. But half of that is unnecessary. It is pure tribute to the iron monopolist. It is a tax levied upon the laborers and the "employing class" by the private corporation which has a monopoly of the iron and coal mines. It is not a part of the necessary charge for iron. One-half the price charged and collected pays the entire cost of production, and leaves an ample profit to the cor-

poration, in its capacity of producer. The other half goes to the corporation because, and only because, the "workers" and the "employing class"—society in the mass—ignorantly tolerate an entirely unnecessary situation which enables the corporate monopoly to extort it.

When society shall awaken to this truth, the war between Capital and Labor will end. For these two will then unite, and, having made short work of extinguishing private Monopoly, they will share between them the whole product of their industry.  
—*The Public.*

## The Future Of The Apprentice.

BY B. MOORE.

**T**HE apprentice question is important. Employers are complaining of an insufficient supply of real skilled labor, and declare that this is the result of the restriction by the unions of the number of apprentices in past years. They assert that so-called skilled labor is plentiful, but that it is largely composed of incompetent workmen. The craftsman of today, they say, is not so good a workman as was his father; he lacks the finish, the accuracy and the polish in his work. In fact, his product isn't cultured; it is crude. But he produces more; he creates a larger pile and he makes more waste. In the old days when the product left the craftsman's hands it was finished—finished so thoroughly that the need of an inspector of it was never considered. The man who produced it was a mechanic, and that alone was a sufficient guarantee that the work was well done. Now an important individual in production is the inspector—the man who finally passes on the work, who orders the veneer over the imperfections, who handles the varnish brush with skill or who is a deft manipulator with repairing tools. And employers generally attribute this decadence in skill to the restriction in the number of apprentices.

As a matter of fact, the real cause is the non-restriction of apprentices and the neglect of the employer to see that those apprentices whom he employs are properly taught the trade. The greater the number of apprentices in a shop beyond a reasonable proportion of journeymen the lesser

are the chances of any of them to learn a trade. That is self-evident. It is not worth while to consider the question from the standpoint of the workshop as a school, the apprentices as pupils and the journeymen as teachers. Every workman knows that it isn't, and everyone knows that employers would not permit it to be so.

The unions in the last twenty years have been gradually yielding this point of the unrestricted employment of apprentices to the employers, foolishly believing in the sincerity of the demand to give the boys a chance, when, as a matter of fact, the employer's chief aim was to exploit the boys, not to teach them a trade. The unions have never placed restrictions upon the number of apprentices to prevent boys learning a trade. The restriction was made rather to enable those employed as apprentices to learn it, and learn it thoroughly. And this cannot be done where the number of apprentices is unlimited, or where the proportion to journeymen is so large as to be practically unlimited, so far as being taught a trade is concerned. It is noteworthy that in large factories or workshops where there is no limit to the number of boys that may be employed in a trade the character of the graduating craftsmen is of a low order and their knowledge of the trade is confined to mere incidents of it. These are the boys who as men generally fill the gaps at the corner saloon and in after-life are found slouching along the water-front.

I saw the other day a young man who was recently set adrift from a large ma-

chine shop. He entered the place as an apprentice, and he worked the last two years of his four-year term watching a machine cut threads in steel bars. His knowledge of the machinist trade was confined to the skill of placing his hand on a lever to start and stop the machine and to know when the cutter was getting dull. He couldn't build anything; he had spent the four years of his life when his mind is in the natural stage of absorbing knowledge—the important years of his life so far as concerns the influence on the future—watching a part of a steel bar revolve and move forward in a machine. And he was told that he was learning a trade. But he felt the responsibilities and the yearnings of manhood, and the pay of an apprentice no longer sufficed. His necessities required higher wages. So he was thrown out, and the next of the twelve boys in the factory succeeded to his place at the cutting machine. And he—he takes up his position in the ranks of the incompetent workmen, a victim of the chicanery of an exploiting employer who never wasted a minute in an endeavor to teach him anything. What the boy has learned is the result of his own intuitiveness or the interest in his welfare manifested by his friends among the journeymen.

The employer took him a boy and threw him out a man. He taught the apprentice nothing except such knowledge as was necessary for purposes of exploitation.

And so it goes through all the channels of industry. First he is the imperfectly taught apprentice, next the bum, then the tramp. Afterward—but what does it matter? The whole course of his life is mapped out by these first four years of apprenticeship.

When a boy has served the allotted term of apprenticeship, whether he has learned anything of the trade or not, he is cast out into the world by the very employer who undertook, by implication, at least, to teach him a trade. It is rarely that an apprentice is employed afterward as a part of his employer's regular force. The employer evidently feels that he has done his full duty by robbing the boy of the best four years of his life, and then turning him over

as an experiment upon other employers, who have, in all likelihood, done the same thing with their own apprentices.

And then they complain of incompetent workmen and the restriction of apprentices! Probably this is a counter-charge invoked to cover their own self-conscious crime against boyhood. But they only deceive the shallow and hair-brained. Men who watch industrial events know better.

Yet something must be done, both to protect the boys in their future as workmen and to protect the crafts from incompetence. And that must be accomplished during the formative period of a boy's mind. The restricting of the number of apprentices to a proper proportion of journeymen is not alone a remedy. That will not teach the boy anything. As a matter of fact, the average apprentice now must shift for himself. Rarely is he instructed in the science of doing a thing. I have known journeymen to be discharged for taking the time to explain to a boy some intricacy in his work. And that with the remark, "Let the kid find out for himself. We're not running a barber college."

Therein lies the evil—and an evil that the union must remedy or attempt to remedy. How to do it is the question.

Public trade schools, as at present conducted, are of little value to the boy in the workshop—that is, to the boy who at an early age is forced into the world to earn his living and probably help support a large family. They are in session during working hours and generally are accessible only to boys who have passed through certain grades of the grammar schools. They are of no direct benefit to the boy at work or to the boy whose parents cannot afford to maintain him while he attends. A boy of fifteen attending such a school by association develops expensive tastes that are beyond the ability of the ordinary workingman to meet. The trade school to such boys is out of the question. But these are the very boys who will officer and make up the rolls of our future trades unions; they are the boys in whom the struggle for existence has made stronger their reliance upon the protection of the union. And it is the duty of the union to do something for them while they are still boys.

It can't do much, of course, because its own opportunities are limited. But the little it does now will have its beneficent effect upon the future competency of the trade. It might be well probably to hold a general conference on this question. But in the meantime I would suggest that each union inaugurate a course of lectures and demonstrations of the trade, to be given weekly or monthly, as occasion demands, the lecturers to be selected from among the best-informed and most highly skilled practical craftsmen in the particular branches of the trade of which they are

the representatives. The boys should be invited to these meetings and take part in discussions. Those employers who are really interested in the welfare of the apprentice should be invited to share whatever expense may accrue and to co-operate generally in the success of the movement. This plan may not entirely eliminate the incompetent workman, nor it may not abolish the heartless exploitation of boys by some employers, but it will awaken an interest in the apprentice as an apprentice and will be of some benefit eventually to society.—*Labor Clarion*.

## Sacrificing The Children.

**F**OR thirty years the trades unions of the United States have been combating child labor, but the general public gave little heed to the warfare, reasoning from the assumption that the unions were antagonistic for reasons that were purely selfish. Labor leaders pointed out the result of this growing evil, but still the general public gave no heed. Finally, thoughtful people began an investigation—people who could not be charged with selfish interest in opposing the employment of children—in industrial occupations—and the awful truth so long proclaimed by the trades unions began dawning upon the public mind. For a time it was threatened that the anti-child labor crusade would degenerate into a “fad,” a sort of diversion for the idle rich, but the crusade received such an impetus because of the investigations of sociologists that it is now well nigh universal.

A majority of the states have already enacted laws restricting the employment of children, but these laws have been loosely drawn, the primary purpose being to cater to the so-called “labor vote” without alienating the support of the employers who profit enormously by the employment of children. Even these loosely drawn laws have not been enforced with any degree of earnestness, and, as a result, the employment of children has not only be-

come a national curse, but it is threatening the very foundations of government. It has taken long and weary years for the crusade against child labor to gather momentum, but it now seems to be sweeping over the land, and there is a bright prospect that something tangible will be given the people. Senator Beveridge's bill, strikes at the very root of the evil and aims to provide a uniform law which will govern in interstate affairs. This will strengthen state laws and make it more nearly possible to enforce them as they should be enforced. Senator Beveridge's bill provides that:

“Six months from and after the passage of this act, no carrier of interstate commerce shall transport or accept for transportation the products of any factory or mine in which children under fourteen years of age are employed or permitted to work, which products are offered to said interstate carrier by the firm, person or corporation owning or operating said factory or mine, or any officer or agent thereof, for transportation into any state or territory than the one in which said factory is located.”

The bill provides for suitable affidavits and penalties. The need of such a law ought to be apparent to any man or woman who has given even a superficial study to the problem of child labor.

A few years ago the astounding assertion was made that from 60,000 to 70,000 children in the one city of New York "went breakfastless to school every morning." This assertion was widely copied throughout the country, and attracted the attention of students of sociology. Among them was John Spargo, who immediately set to work to investigate the "child problem," with the result that he has given to the public a book, "The Bitter Cry of the Children," which should be read by every man and woman whose heart beats in sympathy with the children, and who strives for the best in the future of this republic. Mr. Spargo says in his preface:

"A word of personal explanation may not be out of place here. I have been privileged to know something of the leisure and luxury of wealth, and more of the toil and hardship of poverty. When I write of hunger, I write of what I have experienced—not the enviable hunger of health, but the sickening hunger of destitution. So, too, when I write of child labor, I know that nothing I have written of the toil of little boys and girls, terrible as it may seem to some readers, approaches the real truth of its horrors. I have not tried to write a sensational book, but to present a careful and candid statement of facts which seem to me to be of vital social significance."

Mr. Spargo may not have strived for the sensational, but no man or woman in whose breast lingers one spark of human sympathy can read that book without a shudder of horror. And he who reads the book and does not resolve to do a part in ridding the country of this gigantic evil is not a citizen upon whom the country may with safety rely. Mr. Spargo touches the real point when he says that "it is a strange fact of social psychology that people in the mass, whether nations or smaller communities have much less feeling and conscience than the same people have as individuals. People whose souls would cry out against such conditions as we have described coming under their notice in a specific case, en masse are unmoved."

That has all along been the chief obstacle in the warfare against the evil of

child labor. The sight of one underfed child would instantly arouse sympathy in the breast of the beholder; the indisputable fact that tens of thousands of children were starving made no impression.

Mr. Spargo's investigation included almost every branch of industry in the country, and his study brought him into contact with the evil of child labor in its most hideous aspects. Bearing in mind that he makes the declaration that what he has written "does not approach the real horrors" of child labor, the following extracts from "The Bitter Cry of the Children" may serve to give the readers some faint idea of the giant evil which Senator Beveridge's bill aims to destroy, and against which the aroused conscience of a nation must fight if it would wipe out this crime against childhood—a crime that is fraught with the gravest menace to the future of this republic.

"Some years ago," says Mr. Spargo, "in one of the mean streets of Paris, I saw, in a dingy window, a picture that stamped itself indelibly upon my memory. It was not, judged by artistic canons, a great picture; on the contrary, it was crude and ill drawn and might almost have been the work of a child. Torn, I think, from the pages of an anarchist paper, *La Revolte*, it was, perchance, a protest drawn from the very soul of some indignant worker. A woman, haggard and fierce of visage, representing France, was seated upon a heap of child skulls and bones. In her gnarled and knotted hands she held the writhing form of a helpless babe, whose flesh she was gnawing with her teeth. Underneath in red ink was written in crude characters: 'The wretch! She devours her own children!' My mind goes back to the picture; it is literally true today that this great nation, in its commercial madness, devours its babes."

After careful investigation Mr. Spargo declares: "It would, I think, be quite within the mark to say that the number of child workers under fifteen is at present 2,250,000." And this in the United States of America!

"Capital has neither morals nor ideals," says Mr. Spargo. "Its interests are always



and everywhere expressible in terms of cash profits. Capital in the United States in the twentieth century calls for children as loudly as it called in England a century ago." He then arraigns the greedy capitalist by the unequivocal assertion that "whatever advance has been made in the direction of legislative protection of children from the awful consequence of premature exploitation has been made in the face of bitter opposition for the exploiters."

In the New York legislature, during the session of 1903, the owners of canning factories of the state used their utmost power to have their industry exempted from the humane, but inadequate provisions of the child labor law, notwithstanding that babes four years old were known to be working in their factories. The northern owners of Alabama cotton mills secured the repeal of the laws passed in 1887 prohibiting the employment of children under fourteen years of age for more than eight hours a day.

Describing a visit to the flax mill in Paterson, N. J., Mr. Spargo says he tried to get speech with some of the child workers, but was able to do so with only one. She said she was thirteen years old, but Mr. Spargo declares that she could not have been more than ten. "If she was thirteen," says Mr. Spargo, "perhaps the nature of her employment will explain her puny, stunted body. She worked in the 'steam room' of the flax mill. All day long, in a room filled with clouds of steam, she has to stand barefooted in pools of water, twisting coils of wet hemp. When I saw her she was dripping wet, though she said she had worn a rubber apron all day. In the coldest evenings of winter, little Marie, and hundreds of other little girls, must go out from the superheated steam rooms into the bitter cold just in that condition."

"I shall never forget my first visit to a glass factory at night," continues Mr. Spargo. "It was a big wooden structure, so loosely built that it afforded little protection from the draughts, surrounded by a high fence with several rows of barbed wire stretched across the top. I went to the foreman of the factory, and he explained to me the reason for the stockade-like fence. 'It keeps the young imps inside

once we've got 'em for the night shift,' he said. The 'young imps' were, of course, the boys employed, about forty in number, at least ten of whom were under age." The working hours of these "young imps" were from 5:30 p. m. until 3:30 a. m. After watching these boys at their work, Mr. Spargo says he could readily understand why the employers preferred to hire boys for that particular work. He says: "It is difficult to get men to do this work, because men cannot stand the pace, and get tired too quickly."

Mr. Spargo tried his 'prentice hand as a "breaker boy" at an anthracite mine. There are thousands of boys so employed. Their duty is to sit over the long chutes and pick out the slate from the running coal. They are enveloped all the time in a blinding cloud of coal dust. Mr. Spargo thus describes the experiment:

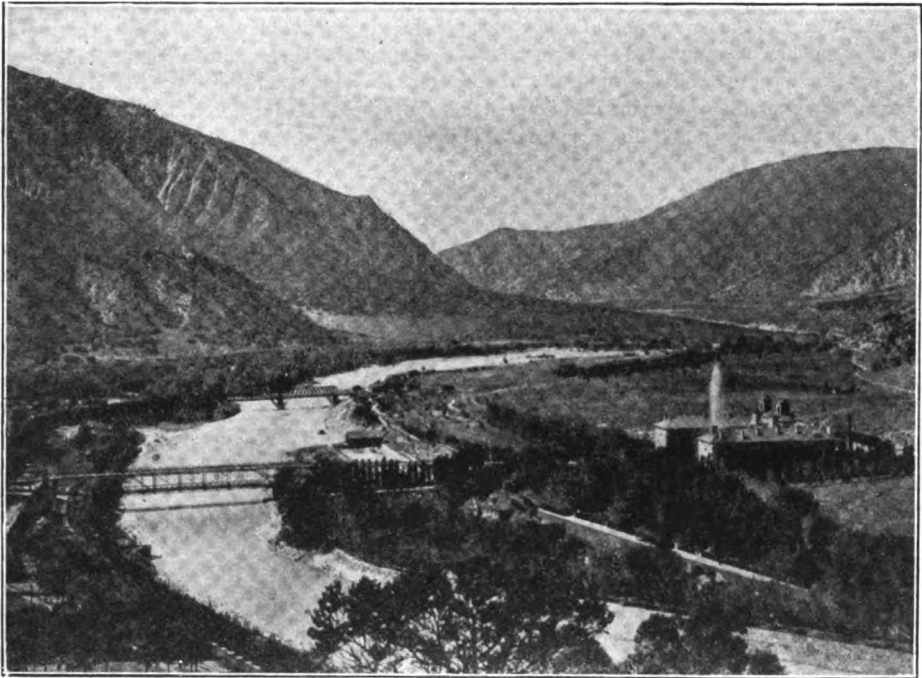
"I once stood in a breaker for half an hour and tried to do the work that a twelve-year-old boy was doing day after day for ten hours at a stretch, for sixty cents a day. The gloom of the breaker appalled me. Outside the sun shone brightly, the air was pellucid, and the birds sang in chorus with the trees and the rivers. Within the breaker there was blackness, clouds of deadly dust enfolded everything, the harsh grinding roar of the machinery, and the ceaseless rushing of the coal through the chutes filled my ears. I tried to pick out the pieces of slate from the hurrying streams of coal, often missed them; my hands were bruised and cut in a few minutes; I was covered from head to feet with coal dust, and for many hours afterward I was expectorating some of the small particles of anthracite that I had swallowed. I could not do that work and live—but there were boys of ten and twelve years of age doing it for fifty and sixty cents a day!"

"In New Jersey and Pennsylvania," says Mr. Spargo, "I have seen hundreds of children, boys and girls, between the ages of ten and twelve years, at work in the factories belonging to the 'cigar trust.' Some of these factories are known as 'kindergartens' on account of the large number of small children employed in them. It is

by no means a rare occurrence for children in these factories to faint or fall asleep over their work, and I have heard a foreman in one of them say it was 'enough for one man to do just to keep the kids awake.' Often the 'factories' are poorly lighted, ill ventilated tenements, in which work, whether for children or adults, ought to be prohibited. Children work as many as fourteen or sixteen hours in these little 'home factories,' and in cities like Pittsburg it is not unusual for them, after attending school all day, to work from 4 p. m. until

tory. And there are nearly 300 of such canning factories in Maryland, all of them employing young children.

"In the sweat shops, and more particularly, the poorly-paid home industries, the kindergartens are robbed to provide baby slaves," says Mr. Spargo. "I am perfectly well aware that many persons will smile incredulously at the thought of infants from three to five years old working. 'What can such babies do?' they ask." Then Mr. Spargo proceeds to answer that question by citing specific instances where



HOTEL COLORADO AND THE GRANDE RIVER, COLORADO AND SOUTHERN RY.

12:30 a. m., making 'tobies' or 'stogies,' for which they receive from eight to ten cents per hundred."

Patrons of the "cigar trust" should ponder over these amazing statements. Their truth is beyond question.

Mr. Spargo declares that he has seen children six or seven years old at work in New York canning factories at 2 o'clock in the morning. In Oxford, Md., he saw a tiny girl, seven years old, who had worked for twelve hours in an oyster canning fac-

mere babies were engaged in work. "Take the case of little Annetta Fanchina, for example," he says. "The work she was doing when I saw her, wrapping paper about pieces of wire, was very similar to the play of better favored children. She was compelled to do it, however, from early morn till late at night, and even denied the right to sleep. For her, therefore, what might be play for some other child, became the most awful bondage and cruelty." What can four-year-old babies do? Mr. Spargo

has seen them not a score, but hundreds, driven to work. "They pull basting threads, that you and I may wear cheap garments; they arrange the petals of artificial flowers; they sort beads; they paste boxes; they do more than that. I know of a room where a dozen or more little children are seated on the floor, surrounded by barrels, and in those barrels is found human hair, tangled and blood-stained—you can imagine the condition, for it is not my hair and yours that is cut off in the hour of death!"

But even the most copious extracts from Mr. Spargo's book will not suffice to picture even faintly the awful horrors of child labor as he has seen it. He declares that he saw, hundreds of times, conditions that he dare not attempt to describe in a printed book; conditions revolting in their beasti-

ality; conditions that are rearing a generation of criminals without even a faint knowledge of decency or morality. And to this end the greed for gold is driving this great republic. Mr. Spargo's book should be read by every patriotic man and woman in America, and having read it, they should set forth, determined to wipe this crime from the calendar. Senator Beveridge should have the support of the great American people in his warfare against this evil. It is an evil that must be eradicated, and that soon, for already its deadly effects are showing upon the body politic. It is enough to say. "Oh, there is no danger that my child will ever be subjected to such conditions." That was the plea of the first murderer, but it was not effective.—*The Commoner*.

---

### Stubtoe Land.

---

How would it be to steal away,  
When sunny is the weather,  
And leave the town, all dull and brown,  
And jog along together  
Down the road in the oldtime way,  
By lanes and fields a-smiling,  
Until we came to Stubtoe Land—  
Now isn't the thought beguiling?

It seems to me 'twould be so good  
To go where nothing's hurried,  
Where clanking bells and all that tells  
Of strife is dead and buried;  
To just forget the whistles' screech,  
And things that's irritating,  
And where the style of clothes you wear  
Don't indicate your rating.

I think—don't you?—this din and roar  
Just makes a fellow wonder  
If all those things he used to know  
Still live in Old Back Yonder.  
I'm not dissatisfied with life.  
And mind, I'm not fault unding,  
But how would it seem to forget, just once,  
This everlasting grinding?

How would it be to drop the mask  
That we're forever wearing,  
And be ourselves in Stubtoe Land—  
Back of the Hills of Caring?  
To follow the barefoot trail along,  
By lanes and fields a-smiling,  
It seems to me it would be so good—  
Now isn't the thought beguiling?  
—*Milwaukee Sentinel*.

---

### Reverie.

---

They swiftly come, they swiftly pass,  
The shadow pictures in the smoke,  
Like mirrored faces on the glass  
Of foregone folk.

And as they glide and slip away  
Into the amaranthine streams  
I vainly plead—they will not stay  
To 'wake my dreams.

A gleaming aureole and bright  
Surrounds a face with dimples fair;  
It dances in the firelight,  
And passes there.

Dreams, dreams, sweet dreams! They ebb and flow,  
And pass away in rings of smoke.  
Fond pictures of the long ago.  
And foregone folk.

—*Horace Seymour Keller*.

# THE FIRESIDE

This Department is open to all women friends of the Brotherhood.

## When Starting Housekeeping.

Marriage on a small income is at best a precarious business, and to support it it takes a wife who is not only cheerful, brave, and accustomed to put worry behind her, but one who knows exactly the value of money. She must be up to all sorts of tricks for saving the pennies, and if she insists upon going to housekeeping, she must be prepared not only to keep a watchful eye on the tradespeople, but also to do every scrap of her own housework.

There is not the slightest use, my dear, in attempting to marry and go to housekeeping on a small income if you are not thoroughly grounded in the technique of domestic economy. It makes no difference how many other courses you may have taken, as you will find when you come to do your first week's marketing and to get up your first dinner.

In the first place, you must know all there is to know about plain cooking. You must be able to get up the kind of meal that Jack's mother used to get up, or else you will soon have a dyspeptic invalid on your hands, and—well—every woman knows what it means to have a dyspeptic around the house.

You must also be able to make all your own clothes, and it would be well if this included not only waists, dresses, lingerie, trimming of hats, but even the making of a suit. I once knew a woman, who, being able to make her own suits, bought her material one winter at a bargain sale, and got up the suit at a total cost of \$3.55.

Besides your own clothes, you must know how to make the children's clothes. Girls, you will find comparatively easy to dress, but unless you are well grounded in the art of dressmaking you will discover that the fashioning of your little son's clothes will be very much of a task.

You must know how to buy roasts and steaks, and you will find it of no earthly value to you that the butcher knows how to sell them. You must also be able to keep account books methodically; you must solve the problem of working incessantly all day long, and yet looking bright and attractive when Jack comes home for his supper; you must learn not to talk bills and other housekeeping details, and yet at the same time to be constantly turning over in your mind ways of meeting them. It is better, however, not to run up bills, but to pay as you go along, for in this way you will not spend so much money, but will feel every dollar as you part with it.

You will discover that it is better for all concerned if you will try not only to appear cheerful, but actually to be so. I know that you will have a great deal to make you anything but cheerful, but when you feel a fit of the blues coming on, you should run out to see some friend, or fix your mind on how immensely better off you are than some other people you know.

Another excellent plan is to jot down a list of your fancied wrongs, and on reading it over later you will enjoy a good laugh at your own foolishness. It is your duty to shake off despondency, for if your husband sees that you are down-hearted it will make his burden doubly hard.

But these are counsels such as you will probably make to yourself, and we will suppose that you are not the kind of woman to marry with no knowledge whatever of domestic economy. We will take it for granted that you have mastered considerably more than the alphabet, and that you are looking for some more advanced knowledge.

It is a good plan when starting housekeeping not to buy everything at once. Many young couples do this, and are thus forced to buy inferior articles, articles that are not durable and that will soon be out of style. Get no more than what you actually need to begin with, and buy the rest as you hit upon opportunities to pick them up cheaply. Often it happens that a young married woman has a little time on her hands, time which in this way can be passed most agreeably.

When buying window blinds it is well to allow at both top and bottom for a hem wide enough to admit the stick. Sew a strip of tape on the top hem, and through this put the nails which are to secure the blind to the roller. Blinds made in this way can easily be turned upside down when soiled.

It is a bad plan to economize in buying mattresses, for a really good hair mattress will last a lifetime. It can be cleaned over and over again, and made to look as good as new. A good mattress is far more comfortable and wholesome to sleep upon than one filled with cheap material.

It is also a bad idea to economize on blankets, because the cheaper kinds, being a mixture of cotton and wool, are far heavier than those made of all wool, and bedclothing, you know, should always be light in weight.

It is much cheaper and far more hygienic to use a large rug in place of a carpet. Put newspapers under it just as under a carpet, but place them a little distance back from the edge, so that they will not be exposed in sweeping, moving of furni-

ture, etc. In this way you will save wear and tear on the rug, and it will also afford greater warmth in cold weather.

When working in the kitchen you can always be fresh and tidy looking (a matter which is naturally of the first importance to the young wife) if you will draw up a pair of extra sleeves over the lower portion of your dress sleeves, and if you will wear a large bib apron as long as your gown.

When washing floorcloth do not use soap, but painter's size, a kind of weak glue paste. Add a tablespoonful of this to a bucket of water. This will give the floor cloth a glossy surface, and will make it wear much better than it would if washed in the ordinary way.

For the kitchen get a table covered with zinc or heavy tin, and you will never be annoyed by unsightly grease after the preparation of meats or vegetables. Such a table has the double advantage of lasting a long time and of costing little money.

When opening the oven door to see if the baking is done be sure to do it gently, as any sudden jar may cause the cake or pudding to fall.

The oven should be frequently scrubbed with hot soda water, and two or three times a year its sides should be painted over with quicklime. If you do this your oven will never become caked with grease, and consequently there will be no unpleasant smell when cooking.

In order to prevent flakes of lime from forming on the sides of a kettle when hard water is used, it is a good plan to put a common marble (not glass) into the kettle.

If your husband objects to fat meat try preparing it in the following way: Cut off the fat before the joint is cooked, and mince it finely. Mix with twice as much flour, and after making it into a paste with cold water and forming it into balls, boil for an hour. Your husband will probably find it delicious served with either gravy or jam.

You probably will want to put up your own jam, but having only a limited amount of house-keeping money you will not be able to make the necessary outlay all at once. You might try buying all the year round a couple of pounds more sugar every week than you actually need. When jam making time comes around you will then have only the fruit to buy.

As soon as a fruit stain appears on table linen, rub it with a little methylated spirit, and the stain will disappear at once.

If you are an amateur at cooking or if this is your first experience in the kitchen entirely unassisted and undirected, you may at some time put too much salt in a dish. In such a case add a little sugar and just a suggestion of vinegar.

When paring apples, a good plan is to have at hand a pan of cold water to which a few drops of lemon juice have been added, and into which the apples may be dropped when pared. In this way they will not turn brown. A silver knife should be used for paring apples.

When ironing keep by you a piece of rag that has been wrung out of cold water, and rubbed with a little soap. Rub this lightly over the irons before using, and you will find that they will slip

over the clothes much more easily than they would if not treated in this way.

If you are troubled with muddy water you do not have to go to the expense of having a filter put in, but you can make one yourself for the expenditure of very little money. Get a new flower pot, and close the opening in the bottom with a piece of sponge. Place on this a layer of small, well cleaned stones about two inches deep, and have the upper stones smaller than the lower. Then get some freshly burnt charcoal that has been kept in a dry, well aired place, and after reducing it to a powder, mix it with twice its bulk of clean sand. Fill the pot with this mixture to within a few inches of the top and cover it with a second layer of small stones. Then place around the rim a piece of flannel large enough to tie around the pot and to leave a little hollow in the centre. You will need to renew the charcoal about once a month.—*Selected.*

## The Workingman's Wife.

(By Rev. Charles Stezle.)

Many are the factors that enter into the labor question, and numerous the persons who are being brought into the lime-light because of them. We hear of the captain of industry. The newspapers all have in stock his photographs, half-tones and etchings, to be used upon the slightest provocation. We hear not a little of the labor leader—the walking delegate—and sometimes even his picture is printed. Then we learn of the “ordinary workingman,” and we are told that the prosperity of our country rests with him. Once in a while, when he is making a fight for what he considers to be his rights, somebody will champion his cause and really stand by him.

But in all this discussion what about the workingman's wife? How often is her picture used by the newspaper? How often is she mentioned when the struggles and the trials of her husband are being exploited? What credit does she receive when the victory is won?

Frankly, I wonder sometimes how it is that many of them do not become insane, as I think of the awful monotony of their lives. The average workingman's life is dull enough. We'll take that for granted. But his life, as compared with his wife's, is full of variety and good cheer. She spends most of her time within the confines of her kitchen, surrounded by four dull walls. She rarely sees an inspiring face, and she gets mighty little credit for her faithfulness—even from her husband. Not that he isn't grateful, but he doesn't often think of telling her so. Usually she hears about it when something has gone wrong. She rarely complains. She is giving her life for her family. I rarely see a workingman's wife with her bunch of little children but what I feel like crowning her with the highest honor. She deserves it. If she isn't always “up to date” and if her husband cannot always talk with her about the affairs that interest him most, it is generally his fault. She is the same woman that he courted. He thought that she was “all right”

then. If, in her endeavor to make a home for him, she was compelled to sacrifice for his sake many of the pleasures and advantages which were hers before her marriage, more than ever should the sympathy and the help of her husband become hers.

Full of significance was the answer of a former shop girl when her friend asked her:

"Where are you working?"

"Oh," she replied, gayly, "I'm not working—I'm married."

She was working harder than ever—not for wages, but for love's sake.

### "Success."

There are many elements to be considered in judging of a man's success. It does not necessarily follow that he who lives in a fine mansion and acquires a large fortune is the most successful of men, although the accumulation of wealth is essential. It lies more in the proper expenditure of a man's fortune which marks him as successful. Whatever a man's views on this subject may be, he must concede that all our noted men and great philanthropists, including many living at the present time, have used their vast wealth for the benefit of mankind, and that they are better to be regarded as successful than those who have acquired large fortunes and appropriated them to their own indulgences.

Ability is a young man's best capital, and should be laid as the corner stone to "success." The young man who has a fair capacity and applies himself will find that "brains" are always better than "wealth." Brains will, and have put many a poor boy on the road to success. Just look back to our presidents, and also great writers and rulers, and study their lives, as they slowly but surely made their mark in the world without fame or fortune, just used their brains. It is very true we cannot all be wealthy, but we are heirs to some ability, and let that be success. It can be utilized and prove more valuable than money. Remember the three graces of Faith, Hope and Charity, the greatest of which is charity. It symbolizes the friendship of Christianity and of heaven. Faith is the foundation of creed, Hope its beautiful elaboration and Charity its crowning jewel.

How many men of today look upon the past with regret, thinking of what a success they could have been, and of what benefit they could have been to our country today.

Do not be susceptible to flattery. Just live to be upright, sound business men, not to find pride in success, but to take it in a sort of matter of fact way, more as an honest reward for hard work. The man whose one ambition is to be successful must look upon "conceit" as a danger signal.

Do not be a victim of over confidence, never turn a deaf ear to criticism, and remember above all things, that there are many conditions existing today that should not.

MRS. JAMES KENDRICK.

### Write Them A Letter Tonight.

Don't go to the theatre, concert or ball,  
But stay in your room tonight;  
Deny yourself to the friends that call,  
And a good long letter write;  
Write to the sad old folks at home,  
Who sit when the day is done,  
With folded hands and downcast eyes,  
And think of their railroad son.

Don't selfishly scribble "excuse my haste,  
I've scarcely the time to write,"  
Lest their brooding thoughts go wandering back  
To many a bygone night,  
When they lost their needed sleep and rest,  
And every breath was a prayer—  
That God would leave their delicate babe  
To their tender love and care.

Don't let them feel that you've no more need  
Of their love or counsel wise;  
For the heart grows strongly sensitive  
When age has dimmed the eyes;  
It might be well to let them believe  
You never forgot them—quite;  
That you deem it a pleasure, when far away,  
Long letters home to write.

Don't think that the young and giddy friends,  
Who make your pastime gay,  
Have half the anxious thought for you  
That the old folks have today.  
The duty of writing do not put off;  
Let sleep or pleasure wait,  
Lest the letter for which they longed  
Be a day or an hour too late.

For the loving, sad old folks at home,  
With locks fast turning white,  
Are longing to hear from their railroad son.  
Write them a letter tonight.

ANON.

### Her Influence For Good.

Amid the hurly-burly of labor troubles and the tribulations of the trusts, the world has little time to recognize the merit of those gentle souls who are making the world better in the humble walks of life.

Among these the workingman's wife exerts an influence for good that is more far-reaching than that of presidents and kings and legislators—of captains of industry and philanthropic millionaires and walking delegates.

In her keeping are the characters of the future citizens and the wives of the future citizens of the country.

From busy morn till weary night she looks after the comfort of the household—cheerfully if she has half a chance—and with anxious care strives to shield her sons and daughters from evil influences and perfect them in the ways of decent and honorable manhood and womanhood.

She has little time to worry about facial

wrinkles and the arrival of the first gray hair. The vanity of woman becomes in her a self-sacrificing pride in the moral and mental growth of her children.

If she ever does wrong, loses control of her temper or hurls a dash of vinegar in her speech and actions, the chances are that the neglect of her helpmate is to blame. But even when she is soured by ill-usage and the cares of poverty, beneath the surface the current of womanly emotion still runs pure and deep and strong.

In time the hard conditions of life may cause her to shrink from disclosing the little vanities which soften the radiant charm of womanhood as the down softens the blush of the peach. Yet a kind act, the merest trifling bit of praise, may lure them forth again to give the lie to the wrinkles on the brow, the bitter word and the world-weary look.

The workingman who has always known these things or, having forgotten, has learned them again is blessed indeed. His lot may sometimes be hard and he may feel that he has good cause to envy those who revel in luxury, and yet he is continually thankful that he possesses a treasure which gold can never buy.

Heaven bless the workingman's wife!—*Washington Trade Unionist.*

### A Lemon.

You treat a fellow white,  
You think he's out of sight,  
He's just the chap on whom you can depend;  
He's your pal, for foul or fair,  
For your faults he does not care,  
And you're glad that you at last have found a friend.

But it happens that, one day,  
You are summoned far away,  
Although you hate to leave the dear old town;  
He sees you to the train,  
Says, "Come back, pal, soon again,"  
And you're pretty sure he'll never turn you down.

In a year, or two, or three,  
You come back again, and see  
Many different faces, old and new,  
But you quickly pass them by,  
Because you have your eye  
On the dear old chap who used to chum with you.  
Your face lights up with joy,  
You say, "Hello, old boy;  
Come on, we'll take a walk about the town."  
But he looks you through and through  
In a manner new to you—  
There's no mistake; your pal has turned you down.

Pretty soon I will be flush,  
Then, you'll see, there'll be a rush—  
They'll be looking for the glad hand, then, from me.

Every dog must have his day—  
That is what the wise guys say,  
And I'll get my innings yet, just wait and see.  
When they see the wad I've got

They'll be coming for me hot—  
That is where they get a lemon, big and round;  
I'll just whistle "Annie Laurie,"  
And I bet they'll be sorry  
That once upon a time they turned me down.

MISS LYDIA M. DUNHAM,  
Lehigh Tannery, Pa.

### Statement Of Claims.

Port Huron, Mich., Sept. 1st, 1907.

Previously paid .....\$294,665.58

#### Paid Since Last Report.

|     |  |           |
|-----|--|-----------|
| 733 | D. B. Myers, Youngwood, Pa..                 | \$ 500.00 |
| 734 | Dr. Isaac Gowen, Gdn., Union Hill, N. J..... | 500.00    |
| 735 | Geo. W. Snyder, McKees Rocks, Pa. ....       | 500.00    |
| 736 | John L. Haas, Gdn., Toledo, O...             | 500.00    |
| 737 | Garrett Hubbard, Galion, O.....              | 500.00    |
| 738 | Stella Gilbertson, Lincoln, Neb...           | 500.00    |
| 739 | J. L. Rauch, New York, N. Y...               | 500.00    |
| 740 | Louis Kuehner, St. Louis, Mo....             | 500.00    |
| 741 | Geo. P. Hanchett, Cleveland, O...            | 500.00    |
| 742 | Wm. Carlson, Escanaba, Mich...               | 500.00    |
| 743 | M. A. Ayres, Dubuque, Ia.....                | 500.00    |
| 744 | Thos. G. Robinson, E. Syracuse, N. Y. ....   | 500.00    |
| 745 | Chas. H. Drake, Hoboken, N. J...             | 500.00    |
| 746 | Geo. N. LeFevre, Baltimore, Md...            | 500.00    |
| 747 | Olga Ellis, Jersey City, N. J....            | 500.00    |
| 748 | Tena Mills, Omaha, Neb.....                  | 500.00    |

Total .....\$302,665.58

#### Died Since Last Report.

May McMillan, of Lodge No. 117, died June 18, 1907.  
Bridget Leddy, of Lodge No. 215, died July 15, 1907.  
Clara Myers, of Lodge No. 178, died July 27, 1907.  
Mary Cannavan, of Lodge No. 358, died August 7, 1907.  
Belle Strong, of Lodge No. 88, died August 11, 1907.  
Louise Main, of Lodge No. 233, died August 7, 1907.  
Mae Hennessey, of Lodge No. 244, died August 7, 1907.  
Cora Schirm, of Lodge No. 335, died August —, 1907.  
Lillian McDonald, of Lodge No. 7, died August 22, 1907.  
Johanna McKay, of Lodge No. 157, died August 17, 1907.  
Clara Way, of Lodge No. 78, died August 9, 1907.  
Elizabeth Homan, of Lodge No. 330, died August 14, 1907.  
Hattie Bingham, of Lodge No. 97, died August 21, 1907.

AMY A. DOWNING,  
G. S. & T.

# TRAIN RULES AND KINDRED SUBJECTS

Send all inquiries to H. A. Dalby, Naugatuck, Conn.

## About Question 183.

We hereby acknowledge receipt of several communications in regard to Question 183 in the August JOURNAL. The situation as described represented Engine 2302 receiving Order No. 1 directing it to run extra A to F and meet No. 120 at E. A later order instructs them to meet 1st 120 at D instead of E and gives them right over 2d 120 to F. A third order annuls Order No. 2. The inquirer asks what the extra has on 120 after the receipt of the last order. A hasty reading gave a wrong impression and we accept the criticisms on the answer that was given. We have, however, received three opinions as to how the extra should be governed in regard to 2d 120 after the receipt of Order No. 2.

In all three it is agreed that Order No. 2 changes the meet with 1st 120 to D instead of E, but in regard to the second section the first man says the right over the second section to F is in conflict with the first order which made the meeting point at E for all sections and, therefore, he would not accept that part of the order at all; the second man says the order does, in a sense, conflict with the former provision for meeting the second section at E, but that the two orders may be considered to be in effect at the same time and the "right" order gives the extra the right to hold the main track when meeting the second section at E, while the third man accepts the "right" order and also the original "meet" at E and says nothing about their conflicting. Whether he would wait at E for the second section or go to F regardless of it we do not know.

There is no question about the effect of Order No. 2 with regard to 1st 120. It makes the meeting point at D instead of E and when this order is annulled it annuls all meeting points with the 1st section so that the extra has no help against it.

The real question is in regard to the extra being given right over 2d 120 to F when it already holds a meet at E. The orders may be said to conflict, thereby making it a matter of safety to refuse to use either. On the other hand, a "meet" order may be properly issued after a "right" order has been given and both be in effect and it may be asked if both may not be in effect if the "meet" be issued first and the "right" afterward. We never knew of the natural course being reversed in this way and as it certainly is out of harmony with common practice it is a difficult question on which to offer an opinion. Furthermore, we do not see what is to be accomplished by such an order. The most liberal construction would only permit the extra to hold the main track at E instead of taking the siding for 2d 120 and it would seem very peculiar, to say the least, to issue such an order to accomplish that result.

We feel inclined to express disapproval of this part of Order No. 2 as well as the subsequent annulling of the order. The whole thing is too complicated even if it should admit of a reasonable explanation. It requires too much thinking. If a change of dispatchers took place before the orders were executed the one coming on duty might easily fail to properly grasp the situation and issue conflicting instructions fol-



lowed by serious results. The men on the train have many things that demand their attention and it is an easy matter in tracing out a series of changes such as these to get a wrong impression and not find it out until too late. In his own experience the writer has never made more than one supersedure in a given situation. If necessary to make a second change from the original he has annulled all former instructions and sent positive orders as to what is then expected. Instructions should be made plain and positive. The very fact that this question has called forth so much discussion is evidence that the situation is not entirely clear.

We think if we were on the extra and got Order No. 2 we should call the attention of the dispatcher to the inconsistency of the second part of the order and ask to have it remedied. If this were refused we should proceed to E and wait for 2d 120, being prepared to either hold the main track or take the siding according as circumstances would warrant. After receiving Order No. 3 we should consider that we had nothing on 1st 120, but still hold a meet at E with the 2d section.

It seems these orders must have created wide spread interest as we have just received two other letters from different localities asking afresh the very same question.

Our personal opinion is that it indicates a misapprehension among dispatchers as to the way in which orders should be sent for they are certainly contrary to any wise and reasonable procedure when it is desired to make a change in meeting points.

#### QUESTIONS.

191.—"I do not quite understand answers to Questions 182 and 185 in the August JOURNAL in regard to change of time tables. In Question 182 No. 4 on the old card is due to leave A at 9:30 p. m. and is six hours late. No. 4 on new card that takes effect at 12:01 a. m. is due to leave at 5:15 p. m. I do not see how No. 4 can run on the new time table as the train on that time table is not due to leave A until 5:15 p. m., while the train on the road is of the date of the day before. If that train can run as No. 4 on the new time table please state what schedule it is going to use. It

cannot use the schedule of the old time table for that time table is dead and the schedule of the new time table does not become effective until 5:15 p. m. Question 185 is practically the same situation and as the train is running on the schedule of the day before the time table takes effect, I do not see how it can assume the schedule on the new time table."—W. E. C.

ANSWER.—When Rule 4 was under consideration by the revisers of the Standard Code, the writer presented a rule which he tried very hard to have adopted but was unsuccessful. The first paragraph of our proposed rule was as follows:

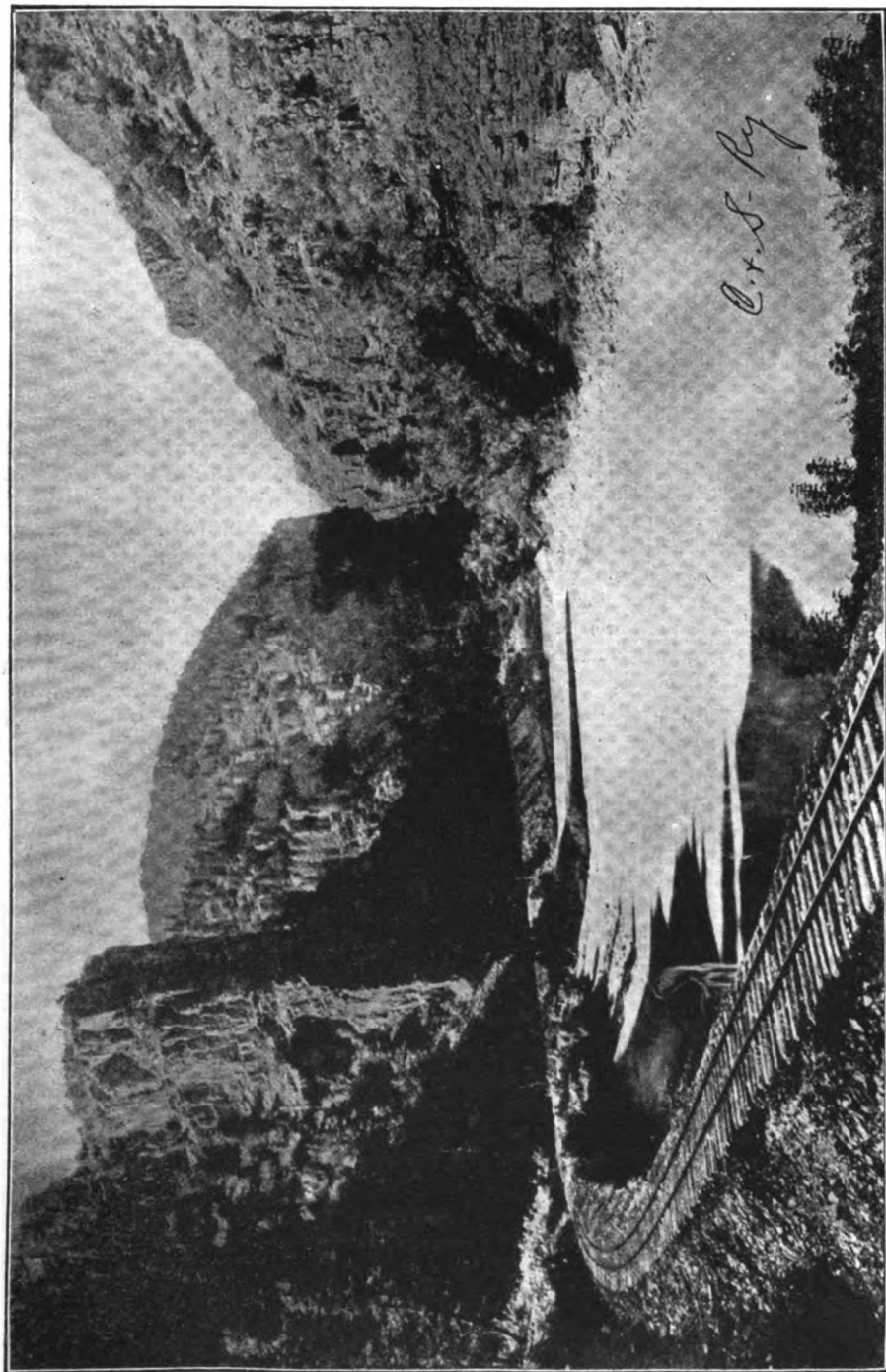
Each time table, from the moment it takes effect, supersedes the preceding time table. When a schedule of the preceding time table corresponds in number, class, days in effect, direction, initial and terminal stations to a schedule of the new time table, its existence and authority, with every condition pertaining thereto, will be transferred to the schedule of the same number and date on the new time table.

Instead of this the American Railway Association adopted a rule, the first paragraph of which is this:

Each time table, from the moment it takes effect, supersedes the preceding time table, and its schedules take effect on any division (or sub-division) at the leaving time at their initial stations on such division (or sub-division). But when a schedule of the preceding time table corresponds in number, class, day of leaving, direction, and initial and terminal stations with a schedule of the new time table, a train authorized by the preceding time table will retain its train orders and assume the schedule of the corresponding number of the new time table.

They told us their rule meant the same as ours and we quote our own only because we think it is easier to explain the intention by it than by the rule given out as "standard."

In Question 182 suppose you are the conductor who is to run No. 4 and you are due to leave A at 9:30 p. m. That is your schedule and you are going to use it as soon as your train is ready to leave. This is the night of the 15th, for instance. On

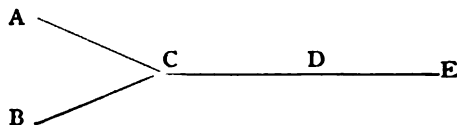


CANON OF THE GRANDE RIVER, COLORADO AND SOUTHERN RY.

the morning of the 16th at 12.01 a new time table comes into effect and you look at Rule 4 to see how it is going to affect you. You find that the schedule of the 15th, the one to which you were entitled and on which you would be running if your train had been on time, corresponds to a schedule on the new time table in the several particulars mentioned in the rule. Now, if you were using Dalby's rule we think it would be plain enough that the schedule of the 15th would transfer its existence and authority to the schedule of the 15th as shown on the new time table. You would then look at the schedule of the 15th on the new time table and see that it was due to leave A at 5:15 p. m. You immediately become four hours and 15 minutes later than you were before. Remember that the first part of the proposed rule says that the new time table completely supersedes the old so that after it has taken effect and you have determined where you stand in regard to it, it is just the same as though it had been in effect for ten years. You had been entitled to the schedule of the 15th and you are still entitled to it. You can leave any time until 5:15 a. m. when you will be 12 hours late.

Now, the Standard Code rule is said to mean the same thing. You take up your new time table, as we have described, and find that your schedule corresponds with No. 4 on the new time table in "class, day of leaving, direction and initial and terminal stations." You represent the "train authorized by the preceding time table" and it is directed by the rule to "retain its train orders and assume the schedule of the corresponding number of the new time table." Of course the rule does not say to assume the schedule of the same number *and date* but it is explained by those who made the rule that the words "day of leaving" are intended to mean the same thing. The principle is that if you were using the schedule of the 15th you continue to use the schedule of the same date on the new time table even though the new time table does not take effect until the 16th.

192.—"Some of us on this road would like information as to how trains should be governed under Rule 4. The following is a diagram of the road:



"The whole road is considered as one division, some trains being scheduled between A and E and others between B and E. C is the junction point, but is not a terminal station. On the old time table No. 2 is scheduled from A to E leaving at 7 a. m. and arriving at 11:55 a. m. The new time table takes effect at 1 p. m. and shows No. 2 as running from B to E leaving at 2 p. m. and arriving at 7 p. m. Suppose on the day of change No. 2 has completed its run on time and is off the road at 1 p. m., could No. 2 leave B by the new time table and run to E? If so, would there not be two trains of the same number on that day between C and E? Or, if it left B on the new time table could it run only as far as C on that day? Suppose No. 2 was late and still on the road, say at D, could it assume the new schedule and run from D to E? Suppose an extra was running in the opposite direction and was at D at 1 p. m. and it had already met No. 2, should it look out for another No. 2 by the new time table? Suppose it had not met No. 2, should it look out for any train, or one train or two trains of that number?"

—D. I. R.

ANSWER.—These questions can only be answered by the revised Standard Code Rule 4. The situation cannot be governed by the old rule, that is, unless it is admitted that two trains may be run, one by the old time table and one by the new, which would, of course, be an illogical, not to say a dangerous, condition. It would permit the train on the road, if late, to assume the schedule of the same number on the new time table and it would also authorize a train to leave B at 2 p. m. and run to E. If you are working under the old Standard Code you should ask your superior officers for instructions. But the new rule is constructed with the intention of providing definitely for such a situation so that no misunderstanding may occur. The new rule says that "when a schedule of the preceding time table corresponds in number, class, day of leaving, direction and ini-

tial and terminal stations with a schedule of the new time table, a train authorized by the preceding time table will retain its train orders and assume the schedule of the corresponding number of the new time table." It also says that "not more than one schedule of the same number and day shall be in effect on any division." Now, if No. 2 were on the road at the time of change and its schedule were to correspond to the one of the same number on the new time table, in the particulars mentioned in the first part of the rule, it could assume the new schedule and proceed and no other train of the same number could leave its initial station that day. But that is not true in this case because the old and new schedules do not so correspond. They fail to correspond in their initial stations, one being due to start from A and the other from B. No. 2, therefore, if it were on the road, could not assume the new schedule and there would be no schedule on which it could complete its run. It would be dead and could not run farther without orders. Then the last part of the rule would govern the situation at B and no train could leave there for the reason that No. 2 had been scheduled to run over the division, even though not on that part of it, on that day and no other schedule of the same number could be in effect. It would operate, therefore, to tie up the delayed train on the road and to prevent any train running on schedule No. 2 until the next day.

An extra in the opposite direction would have this information and would be governed accordingly. At 1 p. m. it would not be required to look out for No. 2 at all, whether it had met a train of that number or not.

193.—"How would the new form of Rule 4 work in a case like this? On the old time table No. 1 was due to leave A at 9 a. m. and arrive at H at 1 p. m. and on the new time table, which takes effect at 2 p. m., the same train leaves A at 4 p. m. and arrives at H at 8 p. m.? We understand that if No. 1 was on the road when the new time table came into existence that it would be authorized to wait for the time of the new schedule and continue on that. We also understand that if No. 1 had not

left A at 1 p. m. that the schedule for that date would still be open and that No. 1 could leave at 4 p. m. according to the new time table. The rule seems to authorize these things, but it also declares expressly that not more than one schedule of the same number and day shall be in effect. Now, supposing an inferior train is running against No. 1 and they have not met them when they are overtaken by the new time table. The inferior train does not need to look out for them for perhaps several hours, so they continue to run until they strike the new time of No. 1. Are they not running against two schedules on the same day? It seems as though there is a No. 1 on the old time table and another No. 1 on the new time table, both on the same day and we supposed the object in making a new Rule 4 was so that only one train could use a schedule of any number on one day."—N. C. S.

ANSWER.—That was exactly the object in forming a new rule and we have not yet heard of a case where it will not serve the purpose. The writer of this question and also the writer of Question 192 are both concerned over the same thing, viz., whether there can be two trains of the same number the same day. We think the last question has been satisfactorily answered and we are equally sure that the case mentioned in this one does not show two schedules of No. 1. The facts are these: No. 1, if it is late and is on the road at the time of change, can assume the schedule of the corresponding number on the new time table. The new time table changes its time so that it is several hours later than it was before. It does not make another schedule. It is the same schedule, but the time is changed. The old schedule was alive when the change of time table took place and it simply transferred its life to the new schedule. If the old schedule had been fulfilled or had died by reason of being 12 hours late that would be another thing. It would then have been out of existence and there would have been nothing to infuse life into the schedule of the corresponding number on the new time table. The inferior train running against No. 1 cannot infer that because it has not met No. 1 by the old time table that the sched-

ule has lived its life. It was running against No. 1 of that date and it is still running against it. The only difference is that its time is later, so much so that there may be an interval when No. 1 is not due at any station. But the schedule is not dead and it will be due as soon as its new time arrives. The principle is just the same as where a schedule shows dead time at a station. For a time the train is not due at any station although the schedule is still alive and in effect.

194.—"Please give your opinion on the following example: Order No. 1 reads as follows: 'Engine 745 will run extra A to D with right over No. 93.' When I get to C, I sign Order No. 2 reading as follows: 'Extra 745 north will meet No. 93 at C. Extra 745 gets this order at C.' After I sign Order No. 2 the wires fail and the operator cannot get complete on the order which under the Standard Code of rules becomes a holding order. But No. 93 gets this Order No. 2 at D and meets Extra 745 at C. Now, after meeting No. 93 as the order directed, even though complete had not been given to Extra 745, there being nothing else on Order No. 2, could Extra 745 proceed? The situation was such that it was absolutely necessary for me to leave C and I put a flag on No. 10, a first class train, and flagged to D. What, in your opinion, should I have done?"—T. E. T.

ANSWER.—We should say that you did exactly right. Situations of this kind happen occasionally and there is but one way to act according to the Standard Code rule and that is for the train to be held until the wire communication is restored. No doubt the rule has been violated and the train has proceeded without obtaining complete from the dispatcher. Probably no one would be censured if no serious result followed. Personally we see no objection to making a ruling allowing the operator to complete the order after the meeting point has been accomplished, but of course only the proper officer of the road could make such a ruling. It would appear to be perfectly safe for the reason that the dispatcher is not permitted to run an inferior train against the one in question without sending the order in regular form to the

one which is superior. If the train can proceed by flagging to the next open telegraph station our opinion is that such action would be perfectly right as any train should be justified in helping itself out of a situation of this kind by the use of the red flag.

We may say here that on the Northern Pacific this possibility is avoided by a system of handling orders which is not in accord with the Standard Code but is superior to it. The order is completed by the dispatcher as soon as it is repeated and it is then delivered to the conductor, the operator obtaining his signature in the usual way, but it is not sent over the wire to the dispatcher. Should the wire then fail the order may be delivered and no rules are violated.

195.—"The first order is as follows: 'Engine 1960 will run extra from A to B and meet Extra 1961 at B.' Extra 1960 arrives at B and gets running orders from B to C. Extra 1961 has not arrived at B, but Extra 1960 goes on its new running orders. Did Extra 1960 run a meeting point at B with Extra 1961?"—X. Y. Z.

ANSWER.—This is another illustration of the wrong use of certain forms of train orders. The situation contains an inconsistency which finds no explanation in the rules. The extra fulfills its running orders at B and yet has orders to meet another extra at B. A "meet" order is out of place, in fact it means nothing to Extra 1960 at a terminal station in a case like this. It would mean something to Extra 1961, but that is the wrong form of order to use. Extra 1960 should be given right over Extra 1961 to B.

As to how Extra 1960 should act after receiving another order to run extra B to C, if we were on the train we should take the safe side and ask about Extra 1961, making sure that no mistake had been made, but if satisfied that all was right we should proceed. There is nothing in the order requiring us to wait. We should then immediately lay the case before the proper officer, ask if such orders were sanctioned and if so, ask for instructions as to how they should be understood.

196.—"The following order was issued: 'Engine 1940 will run extra from D to E

with right over second and inferior class trains.' Does this order give Extra 1940 right over another opposing extra?"—X. Y. Z.

ANSWER.—This form of order is in common use on some roads and it is understood to include all trains except first class, including extras. According to the rules it should not include extras for the reason that extras are not of any class. The proper way for the order to read, if it is intended to make Extra 1940 superior to extras, is to give it right over all except first class trains.

197.—"We are Extra 753 and get an order at A as follows: 'Extra 753 will meet No. 35 at F.' When this order is completed No. 35 has been dead at F 50 minutes on account of being more than 12 hours late, but is not dead between A and F. Do you consider this a proper order, it giving us a meet with a train that is dead at the station where we are to meet? If it is an improper order, has a person any right to accept it?"—E. J. C. W.

ANSWER.—We should consider that the order gives us right over No. 35 as long as we need it. When we reach a point where that schedule is 12 hours late of course we do not need any help. The order is then annulled by the second paragraph of Rule 220 in the new Standard Code, which is as follows:

Orders held by, or issued for, or any part of an order relating to a regular train become void when such train loses both right and schedule as prescribed by Rules 4 and 82, or is annulled.

198.—"On this road, the Northern Pacific, we are not working on what I would call an up-to-date standard book of rules. Since it went into effect they have adopted a book of telegraph block system rules which changes some of the regular rules. Rule 200 of the regular rules says that a train is 'an engine with or without cars, equipped with train signals.' There is a note that says, 'passenger trains and light engines will not display day markers.' Now, in the block rules Rule 10 reads like this: 'Passenger trains and light engines will display day markers.' It has become a fad here for some of the officials to take down the markers on passenger trains and keep

them down going through stations to see if we will notice it.

"Now, for example, No. 33 leaves A with markers displayed and passing E, F and G without them. The question is, should we consider that it was a complete train according to regular Rule 200? If you were at G and got a message from the superintendent saying that No. 33 left H with train complete, does that give you any right to occupy the track between G and H?"—R. G. B.

ANSWER.—To begin with, we will say that we have been in the service of the Northern Pacific and have tried to find out why the rules relieve passenger trains and light engines from displaying markers in day time, but never obtained a satisfactory explanation. When the telegraph block system was established on certain parts of the road, however, it was considered advisable to insert in the block signal rules the requirement that these trains as well as others should display regular day markers. These block signal rules apply only to such portions of the road as are operated under the block signal system. If any of the rules conflict with the regular rules they should be understood as superseding them. In this case block signal Rule 10 practically annuls the note to regular Rule 200, making it obligatory upon all trains to display markers.

The question then is, if I am on an inferior train at G and No. 33 passes that station in the same direction without markers, what should I do? I should consider that only part of the train had passed. What if I received a message from the superintendent saying the train had passed H (the next station beyond) complete? I should refuse to move until I had authority for knowing that it was complete when it passed G. That is the station in which I am interested. It is probably a matter of fact that if the train is complete passing H that it must have been so when passing G, but if there is any inference to be drawn in the matter let the sender of the message do the assuming. I should want a train order or a message from the superintendent saying that No. 33 was complete passing G.

199.—"Slow order on form 31, No. 277,

dated August 18, reads as follows: 'Do not exceed four miles per hour over bridge 57.' Conductor on train No. 21 August 20th would not sign the order claiming it had been fulfilled. Dispatcher claimed order was all right, wired him to sign order as presented to him and that he would advise when he wanted the date changed. Who was right?"—A. M.

ANSWER.—According to all practice with which we are familiar the dispatcher was right. Slow orders are kept out as long as they are to be observed and if on the 31 form conductors are required to sign them. The date is not changed; it remains the same until the order is annulled.

200.—"Engine 404 is working extra between Larue and Marion and has right over all trains until 5 p. m. The work has been so delayed that they cannot go in either direction on account of two first class trains being due to meet at Marion at 5:15 p. m. The superior direction is east. I claim that Extra 404 will have to stand still and protect as in Rule 99 of the Standard Code until one or the other of the first class trains approach with meeting orders and proceed ahead to the first switch. The answer they give us here is that the extra has a right to flag to the nearest switch against either train."—H. J. H.

ANSWER.—Our judgment would be that the work train should protect itself and get in to clear somewhere before the passenger trains become due. We consider this an emergency when the use of the red flag is fully warranted.

201.—"I was on a second class train with 60 cars. We pulled part way into a siding to meet a first class train. The siding was not long enough to hold my train. When the first class train came I noticed two cars off centers on rear of my train, but I continued to pull rear into siding to let the first class train go. As there was a heavy grade the engine could not back train up and there was another first class train due behind me in 25 minutes. I pulled the pin ahead of the cripples and left the rear of the train, went to a terminal and set head end off. Now, with my rear end on siding with the switches closed and no flag out, do you think I had a right to go back after my rear against a first class

train or do you think that they had a right to pass my rear with the day markers out?"—C.

ANSWER.—We know of no rule governing a situation of this kind unless it is Rule 101, which relates to a train parting while in motion. The rule has especial reference to a break-in-two and was originally formed to provide for such an emergency, but we have always considered that its authority is legitimately extended to any case where the train must be hauled over any portion of the road in two or more parts. We have instructed trainmen in accordance with this understanding in case of cutting off the engine to run for water, doubling a hill or any similar occurrence. We believe the last sentence of Rule 101, which reads, "The detached portion must not be moved or passed until the front portion comes back," clearly applies to any case where a train is handled in two parts, as above described. We do not know of any official ruling on this particular point but our understanding, as stated, seems warranted by the rule. If a train finds a detached portion of another on the main line it is clear that it must not be moved. The rule also says that it must not be passed, which must mean the rear end of a train on a siding if it means anything. Now, if it is possible, under the operation of the rule, to overtake the rear of a train standing on a siding, the overtaking train has no way of knowing whether the train parted while in motion or not, therefore, we should say it must be governed by this rule and the front portion of the other train may come back to recover its rear.

It should be kept in mind, however, by the men on the train which has parted that the rear end must actually be a rear end according to the rules, that is, the markers must be displayed. We should consider it a measure of safety, if not an absolute necessity, also, to have a man stationed to see that a following train does not pass it. It would seem advisable to give the stop signal to such following train, as of course it will be expecting to find the complete train if it sees the markers. This would be especially necessary at night as it would be entirely possible for the pass-

ing train to fail to observe that there is no engine on the front end, the rules requiring that its headlight be covered while on a siding. We feel warranted in saying that a flagman is necessary in such a case because if there is none it leaves no protection except the markers and they might easily be extinguished by night or misplaced by day.

We have considered the question from the standpoint of the rules and believe the front portion has the right to come back,

that not only safety but prompt movement must always be considered and if the above plan is followed arrangements should be made for both the safety and prompt movement of a following train. A man should be left to protect the cars against a train which might enter the siding and also to explain the situation, if necessary, to a train passing on the main track, which might be in doubt as to the unusual presence of a caboose and a number of freight cars standing on the siding. If this oc-



LEHIGH AND HUDSON AND PENNSYLVANIA COME TOGETHER AT FOUL RIFT, N. J.

The P. R. R., Bel. Del. Division, local freight and a regular freight train of the Lehigh and Hudson met with disastrous results. The cause was an order for the L. & H. train and a clear board for the P. R. R. train against it.

regardless of all trains, but in the case before us it certainly would not be practicable to pursue such a course as it would cause unnecessary delay to a more important train. The proper thing to do would be for the front portion to display markers and represent the whole train, getting orders to run back extra for its rear portion. In this case, the markers must of course be removed from the caboose or rear car, as the cars on the siding are not now a portion of a train.

A fixed principle in train operations is

curred at a telegraph station this information might be given other trains by wire, but we consider it important that it should be provided for in some way.

Occasions of this kind call for careful consideration on the part of those concerned and every precaution should be taken to make sure that all understand the situation alike. Serious results have followed lack of care in circumstances just like the case before us. Possibly on some roads there are definite instructions in regard to these things, but on many there are



not and it rests with the men on the train to arrange for the safe and speedy movement of other trains. If it occurs at a telegraph station the dispatcher should be informed of the situation and what it is the intention to do, but those in charge of the train must not think that by so doing they are relieved in the least from responsibility for protection unless they get positive instruction from the dispatcher or other officer to that effect.

This is a good question. We are glad it came up. Perhaps some of our readers can give some information from their own experience. What are the rules on your road? Have you any special instructions? How would you act?

202.—“What is Standard Time? Where did it originate? Why is it used? How do we get it?”—H. J. H.

ANSWER.—In the United States and Canada there are five different standards of time, although one of them, that on the extreme east, is used by only a few roads, so that for the present we shall speak only of the other four. These standards are determined by the actual times on certain meridians of longitude, there being a difference of one hour for each fifteen degrees. The meridians selected as standard are the 75th, 90th, 105th and 120th as reckoned west from the observatory at Greenwich, England. The 75th meridian is very close to Philadelphia, the 90th a trifle east of St. Louis, the 105th a few miles west of Denver and the 120th a little west of Sparks, Nev. The actual time on each of these meridians is one hour faster than the next one to the west so that when it is noon at Philadelphia it is, approximately, 11 a. m. at St. Louis, 10 a. m. at Denver and 9 a. m. at Sparks. Taking the 90th meridian as an example, its time is the standard on either side until it reaches a point where it meets the standard of the 75th on the east and the 105th on the west. The time on the different roads is made to change at division or district terminals where it is most conven-

ient, the time on the east being one hour faster than that on the west.

As an illustration, the change between 75th and 90th meridian time takes place at Detroit, Buffalo, Pittsburg, etc., while between 90th and 105th the change is made at Minot and Mandan, N. D., North Platte, Neb., Phillipsburg and Dodge City, Kas., and other points where conditions are most favorable. Changes between each of the time belts are made on the same principle.

The time in the territory governed by the 75th meridian is called Eastern Standard Time, that of the 90th meridian is Central Time, the 105th is Mountain and the 120th Pacific Time. The remaining standard is governed by the 60th meridian and is called Atlantic or Intercolonial Time, but it is only used by a few lines in eastern Maine and the adjoining Canadian territory.

As to the origin of Standard Time, it should be remembered that until its adoption in 1883 each road used its own time, usually the local time of some city on or near its line. As may be imagined, this was a source of endless confusion in matters pertaining to business between different roads, the transposition of “railroad time” to “city time” and vice versa, to say nothing of transcontinental lines running east and west and covering several hundred miles of territory. The General Time Convention was formed for the purpose of establishing a system whereby as large a territory as possible could use the same time and when the limit of possibility in this direction was reached that other sections might use another standard that would be easily understood by all. While the recommendation of the system was the work of the above named body a large part of the credit for the formulation of the plan is said to be due to Mr. W. F. Allen, the present secretary of the American Railway Association, which organization is the outgrowth of the General Time Convention.



# THE BROTHERHOOD



There is no free list.

Send all remittances for subscriptions to the Grand Secretary and Treasurer. See Section 30 Constitution, Grand Lodge.

Letters for this department must be written on one side of paper only, written with ink and must be at the office not later than the 12th of the month to insure insertion in the next number.

All changes of address, communications pertaining to the Journal, etc., should be sent to the Editor. Do not send resolutions.

When the Journal does not reach you, immediately give us your name, correct address and the number of your Lodge.

## The United Labor League Of Western Pennsylvania Takes The B. Of R. T. From The Unfair List.

More than one year ago this organization was placed on the unfair list by the United Labor League of Western Pennsylvania at the demand of the Switchmen's Union. The Switchmen had ordered all the men to quit work on the "Mon. Con.," and as the majority of them did not, the Switchmen's Union declared that the Brotherhood was sending men by the car load to take the places of their members, and other statements were made to give the impression that the B. R. T. supplied men to take the places of the Switchmen.

At the time this affair occurred it was the occasion for several exchanges of opinion between the Switchmen and the Brotherhood, but the League of which both organizations were a part decided the Brotherhood was guilty of all the charges preferred and as the recent proceedings of the League will show, placed the Brotherhood on the unfair list on the unsupported statements of the Switchmen and their sympathizers. The same president who was in the chair for the League held the same office when the action of one year ago was rescinded and ample apology made for the actions of the League.

Following is the story:

Pittsburg, Pa., August 26th, 1907.

Mr. W. G. LEE,

Assistant Grand Master, Brotherhood of Railway Trainmen, Cleveland Ohio.

Sir and Brother:—Inclosed please find report submitted by the committee appointed by the United Labor League of Western Pennsylvania, to reopen the case between the Brotherhood of Railway Trainmen and the Switchmen's Union of North America, resulting from the trouble on the Monongahela Connecting Railroad, in April, 1906, in this city. This report was adopted and recom-

mendations were concurred in at a meeting of this League, held August 11th, 1907, in Pittsburg, Pa.

Fraternally yours,

JOHN FERNAU, President.  
Pittsburg, August 11, 1907.

To the Officers and Members of the United Labor League of Western Pennsylvania:

At a regular meeting of the United Labor League of Western Pennsylvania, held at their hall, No. 535 Smithfield St., Pittsburg, Pa., July 14th, a resolution was offered to take from the unfair list the Brotherhood of Railway Trainmen and place them in good standing before the public and organized labor, as the action taken by the League, May 13, 1906, was not justified according to law and the facts in connection with same.

The resolution was discussed and on motion of Secretary Gilfoyle it was referred to a committee of three, to be appointed by the President, with instructions to reopen the case and report back to the League. I. N. Ross, Harvey Snow and Simon Burns were appointed. The committee met and sent out notices to the Switchmen's Union and the Brotherhood of Railway Trainmen to meet at No. 535 Smithfield St., at eight o'clock July 25th.

The meeting was called to order with Simon Burns acting as chairman and I. N. Ross, secretary, with Harvey Snow present. At the opening of the meeting there were present representing the Switchmen's Union, Third Vice President, D. A. Harshburger, Waltham Keller, Richard Churchill and some others. The Brotherhood of Railway Trainmen was represented by G. B. McAbee. Later, W. T. Hamilton arrived and took part in the hearing. On request of Mr. McAbee the report of the committee appointed by the League April 8, 1906, consisting of Geo. Churchill, chairman, representing in the League, the O. R. C., Frank Smith and D. F. McCarthy, representing the Brotherhood of Painters and Decorators, was read.

The Switchmen's case was opened and presented by Mr. Harshberger. He stated their side of the troubles on the Monongahela Connecting roads as

follows: "During the time between March 10 and March 23, 1906, 14 members of the Switchmen's Union were discharged for belonging to that Union. During that time they met and voted to strike. On April 4, 1906, they did strike. Their Grand Master, F. T. Hawley, was in this city and sanctioned the strike."

He was asked the number of men working on the Monongahela Connecting road, not including engineers and firemen, and he said 145. That their organization had 89 members working there, a majority of all employed. He was asked to give the number of his members who voted to strike on that road, and refused to reply or give proof that even the required two-thirds vote of his own members, as provided for by the Switchmen's constitution, voted for the strike. He said there were members of other organizations and some who belonged to no organization that voted with them to strike, but not at their meeting. When requested to give the number of other men voting to strike, he positively refused to answer, even after the committee insisted that the Switchmen must give this information. He contended that where an organization had the majority of the members employed and by a two-thirds vote voted to strike, all others were expected to strike.

He was asked to give the names of members of the B. R. T. who went in and accepted places of Switchmen after the strike was declared. There were only three names given, and nothing to show that those men, if they did as charged, went to work with the knowledge or consent of their local or Grand Officers, and Harshburger admitted they never notified the B. R. T. of their strike or that their members were accepting their places, and they did not ask that charges be preferred against those three men in the locals they belonged to.

The Switchmen claimed the national officers of the B. R. T. were sending in men by the carload to take their places. There is no such proof. Mr. Harshburger was asked to name some of the 14 Switchmen who were discharged between March 10 and 23, 1906, for belonging to the Switchmen's Union and he and his members named one man, Andrew McNevis, and positively refused to give others, or could not, although they were notified they could have plenty of time to secure evidence for their case.

At the opening of the meeting held by the committee on July 25, 1906, G. B. McAbee, representing the B. R. T., offered in evidence the original telegram of Grand Master P. H. Morrissey to refute statements made that they were sending or advising their members to take Switchmen's places, as follows:

Cleveland, Ohio, April 8, 1906.

E. B. McAfee, Versailles, Pa.

"Am advised Switchmen's Union on Monongahela Connecting, may declare strike. Caution our members employed there not to recognize any other authority to declare them on strike except Brotherhood of Railway Trainmen, and if Switchmen's Union declares strike, advise them to continue their regular employment, but not to take places vacated by strikers."

P. H. MORRISSEY.

The committee heard testimony until after 10:30, July 25, and adjourned until next evening at the same time and place to complete the Switchmen's testimony, and just before dispersing that evening, Mr. Harshburger or one of their members, said that Mr. Hawley would be in Pittsburg next day and wanted to know if the committee would hear him. The reply was, "Yes, we would be glad to hear him, or any one connected with either side that would enlighten the committee."

Committee met Friday evening, July 26th, at 535 Smithfield St. All of committee present. Mr. W. T. Hamilton and Mr. G. B. McAbee present representing B. R. T. No one appearing for Switchmen, Mr. Hamilton and McAbee offered in evidence the following exhibits as numbered and accepted by committee. Letter No. 1 from Cedar Rapids, Ia., to John Daley, Secretary Lodge No. 201 O. R. C., McKees Rocks. No. 2 from E. E. Clark to John Daley, July 12th. No. 3 from E. E. Clark to P. H. Morrissey. No. 4 from P. H. Morrissey, June 22, 1906, to A. Pressl. No. 5 resolutions from Good Will Lodge No. 106 B. R. T. No. 7, copy of RAILROAD TRAINMEN'S JOURNAL, June 1906. No. 8, copies of the signature verified by committee of 76 employees of the Monongahela Connecting Road dated April 27, 1906, showing they were not consulted about strike on that road and they did not go out or sanction the strike. No. 9, copy of notice showing the discharge of Andrew McNevis and Frank Hooper, March 22, for neglect of duty and delay of hot metal train from Furnace No. 5. The time of delay was two hours and five minutes. Meeting of the committee adjourned subject to call of chairman.

A meeting of committee was held at No. 535 Smithfield street, August 4. Present—Roas, Snow and Burns. Present, representing B. of R. T., W. T. Hamilton, John Thompson, M. J. Reilly and N. A. Cree. B. of R. T. tendered as witness John Thompson, conductor on Monongahela Connecting road, employed there six years, was not consulted about strike on Monongahela Connecting railroad, on April 4, 1906, did not know of any Trainmen accepting places of Switchmen.

McNevis and Hooper were discharged for delay of hot metal train and failure to communicate with yard master. McNevis said if he was discharged would claim it was for belonging to Switchmen's Union. Twenty-eight men quit on April 4.

M. J. Reilly, B. R. T. Lodge No. 765, employed on Monongahela Connecting R. R. about six years, said: "Mr. Mills approached me on April 4, 1906, and said the men were going to strike at six-thirty. I replied, You can strike if you want to, I am going to continue at work. Did not see any B. R. T. members taking strikers' places."

N. A. Cree, B. R. T., employed on Monongahela Connecting railroad April 4, 1906, said: "A man came to me on that day and said there is going to be a strike here at six-thirty. I made the reply that the time of notice is too short for me, and will continue at work, which I did."

C. D. Wells, who was working for B. & O. R. R., April 4, 1906; was invited to an open meeting of Switchmen by John Short and Keim to be held

at Schott's Hall, South Side, on April 7, 1906. Mr. Hawley was there. Wm. Murry, member of Switchmen, reported at that meeting 24 of their members and two B. R. T. men had come out on strike. Vote taken at meeting April 7, about 34 men voted to strike; there were present about 150 men.

Exhibit No. 11, copy letter received by President of League from Assistant Grand Master W. G. Lee, B. R. T., read at meeting of League May 13, 1906. Exhibits 12, 13 and 14, copies of Constitutions United Labor League, B. R. T. and S. U.

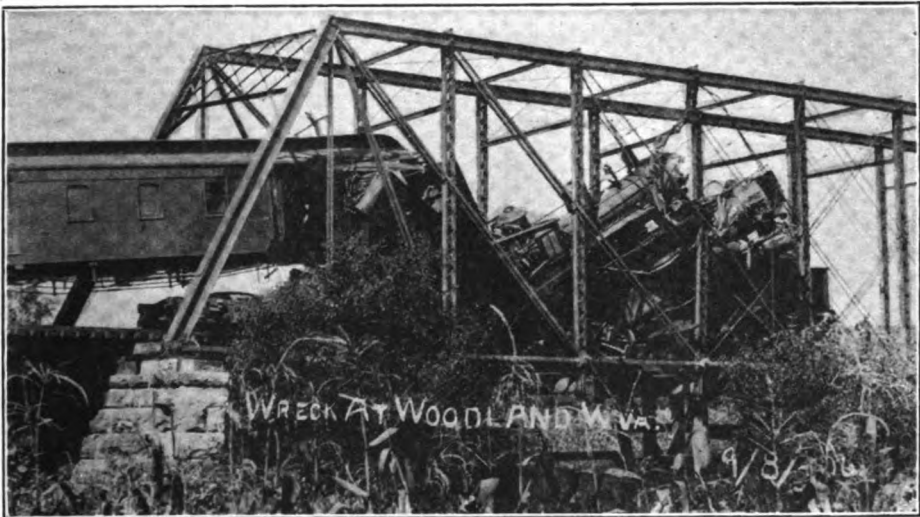
Testimony closed at ten o'clock P. M., August 4, 1907.

Abstracts from minutes of United Labor League: April 8th placing the Monongahela Connecting R. R. officials on the unfair list and appointing a committee of three to act with Mr.

B. R. T. Somers, Dalby and Pressl reported favorable by Credentials Committee. Report rejected and referred back to committee to report at next meeting.

June 10, 1906. Report of Committee on Credentials of B. R. T. unfavorable, and rejected by league.

August 12, 1906. Credentials from George Churchill to represent Switchmen's Union No. 62 accepted. Communication from Division No. 201 O. R. C. withdrawing their delegates George Churchill and William Boate received. Mr. George Churchill, who represented Division No. 201 O. R. C. in the League on May 13th, said at first meeting of this committee that the League did not place the B. R. T. on the unfair list because of his committee's report to League April 22, 1906, but that the League acted and placed the B. R. T. on the unfair list because of the reply of Assistant



B. & O. RY., WRECK AT WOODLAND, WEST VIRGINIA. CAUSE. LAP ORDER.

Hawley and Business Agent of S. U. in their effort to secure hearing with Monongahela Connecting officials. Committee, George Churchill from the O. R. C.; Frank E. Smith and Mr. D. F. McCarthy from Brotherhood of Painters and Decorators.

April 22, 1906, resolutions signed by Churchill, Smith and McCarthy, adopted by league.

May 13, 1906, resolution placing B. R. T. on the unfair list adopted. Amendment to place the officials of B. R. T. on the unfair list was defeated.

The Switchmen's Union previous to April, 1906, was represented by two delegates from No. 62. At the opening of the meeting of May 13, they were represented by 11 delegates, and one delegate from Lodge No. 106, of McKeesport, Pa., making a total of 12 votes in the League when the B. R. T. was placed on the unfair list, out of a total of 31 votes cast at the meeting.

May 22, 1906. Credentials from Lodge No. 106

Grand Master W. G. Lee received by the league and acknowledged in minutes of May 13th. The records of the League show the B. R. T. was placed on the unfair list at meeting of May 13th and before communication was read from Lee. There is nothing in the Lee letter to justify such action. Copy of letter follows:

Cleveland, Ohio., April 25, 1906.

Copy—Addressed to the President of the United Labor League of Western Pennsylvania.

In the absence of Grand Master Morrissey, this letter is written to acknowledge receipt of your communication of the 23d inst., inclosing copy of resolutions recently adopted by the United Labor League of Western Pennsylvania, relative to the alleged strike of the Switchmen's Union of North America against the Monongahela Connecting R. Co.

(Signed)

W. G. LEE.

Assistant Grand Master.

The committee appointed at meeting of league April 8, 1906, consisted of Churchill, Smith and McCarthy, reported their resolutions back to League May 13th and on motion they were adopted. On motion they be printed and distributed, carried. This above shows conclusively that the League acted on these resolutions and placed the B. R. T. on the unfair list on the suggestions and advice of this committee, copy of resolutions being submitted in evidence.

The evidence given before this committee shows:

First, that the Switchmen, their officers and members, at the committee meeting, July 25, did not prove anything except that some of their members quit work on April 4, 1906.

Second—They have failed to prove that they had a majority of the employees of the Monongahela Connecting Road belonging to the Switchmen's Union on April 4.

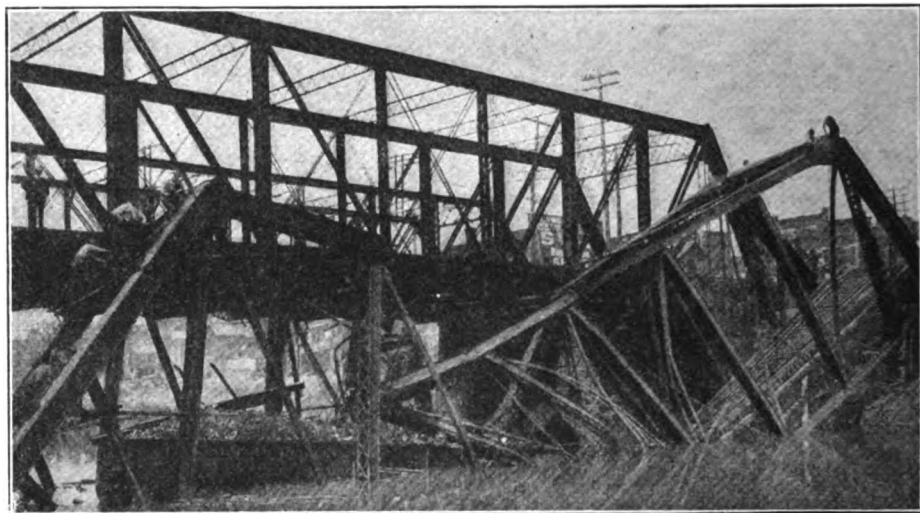
on the South Side about April 7, 1906, that the strike was legally called.

Eighth—They have failed to prove that any B. R. T. members, O. R. C. members, engineers or firemen voted with them or accepted their strike order.

Ninth—They have failed to prove that the Grand Officers of the B. R. T. or any of its local officers or members advised, consented to or sanctioned their members going in to work on the Monongahela Connecting road, and accepting their places during the trouble.

The B. R. T. have presented their side of this dispute and have shown that:

First—The strike order was not legal; that the Switchmen did not have any contract or agreement with the Monongahela Connecting road, and no agreement with the B. R. T. or with any organizations connected with this railroad.



RESULT OF A BROKEN WHEEL FLANGE.

Near McKees Rocks, Penna. Flange broke, truck left rails and knocked out one of the bridge posts, collapsing the entire structure.

Third—They have failed to prove that they complied with their own constitution that requires a two-third vote of their members with the sanction and consent of their Grand Master.

Fourth—They have failed to prove that 14 members of their Union were discharged on the Monongahela Connecting road between March 10 and 25, 1906, or that one member of their Union was discharged for that reason.

Fifth—They have failed to prove that they had 89 members belonging to the S. U. at the time of this trouble out of a total of 145 men employed on the Monongahela Connecting road, not including the engineers and firemen.

Sixth—They have failed to prove the number of their own members voting to strike and positively refused to give the committee this information.

Seventh—They have failed to prove that at any meeting of their own, or at the open meeting he'd

Second—That if the figures of Vice President Harshberger are correct, that there was employed on the Monongahela Connecting road, April 4, 1906, 145 men, not including engineers and firemen. They did not have a majority, as is shown by signatures of 76 men who were employed there at that time, who were not consulted about the strike order, and did not vote.

Third—That if the Switchmen had 80 members working on the Monongahela Connecting road at that time, they did not show how many voted to go on a strike and that the facts are, that not more than 28 or 30 men quit work at the time of this strike order.

Fourth—That the B. R. T. do not recognize any strike order coming from any organization only those with whom they have agreements, such as the O. R. C.

Fifth—That the men discharged on the Monon-

*gahela Connecting road was for willful neglect of work and did not justify even the Switchmen in throwing out of employment men belonging to their own organization, and if Mr. Hawley sanctioned this strike he either was deceived or made a mistake.*

*Sixth—That the United Labor League had no right or authority to take up this dispute existing between the S. U. and the B. R. T., as it is contrary to their constitution, Section 10, and that if they did, there was no evidence to warrant the placing on the unfair list either B. R. T. as a national organization or any of its locals.*

*Seventh—The testimony before this committee shows that at the time of the trouble April 4, 1906, there were employed three members of the O. R. C., and there are some of them employed there today, also engineers and firemen and apparently none of these organizations paid any attention to this trouble.*

The committee reports these facts with the exhibits and calls your attention to your records.

April 8th, to place Monongahela Connecting officials on the unfair list, committee of three appointed to act with Hawley and Business Agent of S. U. to secure hearing with Monongahela Connecting officials. You first place them on the unfair list and then appoint a committee, asking for a hearing for the Switchmen. George Churchill, representing the Order of Railway Conductors, Frank E. Smith and D. F. McCarthy from Painters. The committee to help secure a hearing for Switchmen without giving any facts or testimony and without any such authority make a written report April 22nd (copy in evidence) in which they try to say something and wind up by misleading the League into placing the B. R. T. on the unfair list, on May 18th, and the majority of this League believes now as then that their action was on the report of Churchill, Smith and McCarthy. In that report they are afraid to name the officers or organizations they refer to and at the beginning they do not themselves know whether the trouble on the Monongahela Connecting road is a strike or a lockout (see their report). May 13th S. U. No. 62 had eleven delegates present, six being admitted at the opening of that meeting. If they had a membership entitling them to that many delegates, they would be required to have 851 members. Churchill, as a member of the O. R. C., withdrawn by order of their grand officers for his interference in Monongahela Connecting road trouble, and he comes in at same meeting as a Switchman.

The action of the League on April 8th in placing the Monongahela Connecting road officials on the unfair list, shows conclusively that those who caused the hasty action of the League were very careful not to place themselves in a position antagonistic to the O. R. C., Brotherhood of Engineers or Firemen. If the strike was legal and just the League would have been more justified in placing the Monongahela Connecting road on the unfair list, but those members who misled the League, knew they dare not place the Monongahela Connecting road on the unfair list because

that would involve them with the O. R. C. engineers and firemen.

Mr. Churchill and some others connected with the Switchmen have said they knew what the report of this committee would be even before we heard either side. They are simply judging the committee's action by their own weak case. They know it will not stand a test of investigation. They had no case at any time to justify the League or any organization in placing on the unfair list the B. R. T. as a national body, or any of its local lodges. The most that could be expected of the League, was to indorse their strike, if they believed it legal and just, and that has not been proven in the present case.

Mr. Hawley attended the convention of the American Federation of Labor in November, 1906, and offered a resolution which was mild in comparison to the action of this League, and it was cut out and toned down by striking out all reference to B. R. T. If the Switchmen have been justified in any of their attacks on the B. R. T. in Pittsburg, or at any other places where they have shouldered their responsibility and disagreements into central bodies, why did they not ask the American Federation of Labor to take up their cause by placing this national organization of B. R. T. on the unfair list, and if they did ask them, what was their reply?

The American Federation of Labor at Minneapolis, in adopting their resolution on page 176 of their proceedings, tendered their services to the Switchmen to bring about peace between them and the B. R. T., and was voted down. This was done no doubt on the suggestion and advice of Mr. Hawley. Judging the Federation by its record and past actions, they would be very glad to have the B. R. T. apply for a charter from them, and with their large membership and revenues, their request no doubt would be granted, even over the protest of the Switchmen. The great danger and hazardous work of all railroad men entitle them to the highest of wages and best conditions, but there is no trouble nor dispute between the Switchmen and B. R. T. that can be settled by any central body or any trade or national association. It can be settled alone by the other organizations connected with the railroads, engineers, firemen, Order of Railway Conductors and others.

The Committee recommend to this League:

First—That they promptly rescind their action in placing the B. R. T. on the unfair list and that they place them on the fair list and do all in their power to rectify the error made and correct the wrong done the Brotherhood of Railway Trainmen and their officers.

Second—That a copy of these resolutions be sent to the locals of the B. R. T. in this district, and also to their grand officers.

Third—That the members of the B. R. T. be restored to a good standing and their delegates be readmitted to the United Labor League.

Committee,

SIMON BURNS,  
I. N. ROSS,  
HARVEY SNOW.

This report was adopted and recommended

concurred in, at a regular meeting of the United Labor League, held August 11, 1907.

Attested.  
P. W. I. GILFOYLE,  
Recording Secretary.  
(Seal.)

JOHN FERNAU,  
President.

### New York City.

While scanning "The Fireside" and "The Brotherhood" letters from month to month in our JOURNAL, I note some very interesting statements

encourages an officer of the lodge more than a good attendance at the meetings, for by attending meetings, funerals, etc., you are lending your moral support, which is expected of you at all times.

Everyone has his hobby and usually lays great stress on whatever he has uppermost in his thoughts, and of course the reader will now begin to ask of himself what my particular object is. It is not in relation to poor attendance at meetings, for I must confess that No. 598 is noted for large attendance, as there is an aver-



COOLIE WATER CARRIERS WITH THEIR LEATHER BOTTLES, CALCUTTA, INDIA.

These are a fair sample of the latest additions to the laboring masses on the Pacific Coast. There has been such a determined demand for their exclusion that attention must be given it by the next session of Congress. The recent riots at Bellingham, Washington, against the Hindus, and the riots at Vancouver, B. C., against the Japanese and Chinese, show beyond question the feeling against all Asiatic cheap labor. The recent notice given by the Mayor of Vancouver to the steamer *Monteagle*, arriving at Vancouver with 114 Japanese, 149 Chinese and 941 Hindus, that they would be unable to land, is another evidence that there will be no fanciful reasons allowed to interfere with the economic beliefs of the white people of the Dominion.

The cargo was taken to Victoria where the Asiatics were landed after much trouble with the white workmen.—  
*From Stereograph, copyright 1903 by Underwood and Underwood, New York.*

from our literary members. I also notice that the majority of letters refer to the fact that the different lodges are finding lots of work for their "goat." I also notice they refer to "small attendance" at meetings, funerals and other matters that the average members are expected to interest themselves in. That appears to be characteristic of all lodges and it is sometimes very discouraging to the officers. There is nothing that

age of from forty to sixty at every meeting of our lodge and the attendance often numbers as high as one hundred, when there is nothing unusual going on. Our funerals as a general thing are well attended, but what is beginning to interest me is the question of how we are to conduct such a large business. We now number 434 members and the prospects are we will soon add another 150 now that we take men in with six

months' experience. The Financier, Secretary and Collector have their hands full and as we all work long hours here in the East, it now takes every single spare minute of our time. Our Collector has about \$1,100 to collect each month, and this he does while at work. No matter where a member may find the Collector, no matter the condition of the weather, he is expected to drop every thing and "do business," the same as if he

Financier. Aside from the position of trust which he holds, he also conducts as large a correspondence as the Secretary; besides keeping an individual account with each member of the lodge, he has his "cash account" and "disbursements" to attend to, as well as "checking up" the Collector on the first of each month, paying bills and a thousand and one other things that the membership in general knows nothing about.



STREET GROUP OF KABULESE. INDIA.

These are types of the recent immigrants that came into the United States by way of Canada.

The Hindu coolie regularly employed makes from \$1.50 to \$3.00 a month. He subsists principally on curry, a compound made up of rice and vegetables. The houses are simple huts of mud, sun baked bricks and palm leaves, thatched with long tough grass.—From Stereograph, copyright 1907 by Underwood and Underwood, New York.

was in a cozy office. The Secretary after working twelve hours a day goes home, and after he "washes up" and gets his dinner, can take his grist of mail and sit down and sort it out, and it is bed time before he realizes that he has commenced his work. The same is true of the

I have been at home since August 1st, just one month, and would you believe it if I were to tell you that I was never so busy in all my life? I have worked from morning until night every single day, Sunday and all, since I have been home.



We had a funeral the other day. I received the telegraphic notice of death Saturday night. I am expected to "do something" right away; at least, it is put "up to you," the next day, the day after, and the day of the funeral you have your hands full, visiting the family and carrying out their wishes, ordering flowers, posting notices, seeing the coroner, undertaker and beneficiary to prove the claim. Sometimes there is no one to see, then you have a proposition on your hands to see that the remains are buried or removed to some distant location, and also to see that the undertaker is paid and particularly to see that you don't get yourself and your lodge in "the hole" financially.

As a general thing our membership, as large as it is, has had very little experience in lodge matters; most of them have never worked anywhere else and consequently know very little of how other large lodges conduct their affairs. We,



INDIAN COOLIES, SUPPLYING THE HAY MARKET FROM TEN MILES AROUND, SIMLA, INDIA.

The recent mobbing, in the United States, of Hindu coolies has drawn attention to this class of undesirable immigrants. There is also a determined effort being made against their admission to Western Canada which opens up a very delicate question with the Home Government. The Hindus are British subjects, but Canada, British Africa and Australia are opposed to their admission and, very likely will keep them out. There are many thousands of them in Natal, where they are strictly managed. In South Africa they have been declared ineligible for citizenship and in certain parts of the country are quartered by themselves and forbidden to send their children to the public schools. New Zealand is especially opposed to them.

The Mayor of Vancouver started a subscription list for the purpose of sending the recently arrived Hindus to Ottawa, the seat of the Federal Government. The Hindus employed at home in railroad service earn from \$2.00 to \$4.00 a month.—From *Stereograph*, copyright 1903 by Underwood and Underwood, New York.

no doubt, will have to hold regular meetings at least four times a month if business "keeps up." I would appreciate very much any information that lodges with a membership of about 500 or more may send me, and I will submit it to our lodge for consideration.

If a man had a little store and handled the same amount of money that we do every month he would have to hire help, pay rent, fuel, gas, and a lot of expenses, but we are conducting this enormous business every month without any real understood system of doing business. It strikes me that here in New York city with four lodges within a radius of five miles, with a total membership of about sixteen hundred, we could have a "headquarters" somewhere in a convenient location, furnish an office and put a man there to conduct the business.

Any suggestions on the above lines will be thankfully received by

Yours fraternally,

G. W. BOUGHTON,  
Financier of 598.

138 E. 45th St., New York, N. Y.

### The Home.

Highland Park, Ill., Sept. 2, 1907.

The following donations have been received at the Home for the month of August:

#### B. R. T. Lodges.

|          |       |          |         |
|----------|-------|----------|---------|
| 56.....  | 2.00  | 355..... | \$25.00 |
| 69.....  | 3.00  | 368..... | 6.00    |
| 82.....  | 3.00  | 376..... | 5.00    |
| 97.....  | 4.00  | 461..... | 2.00    |
| 111..... | 5.00  | 474..... | 5.00    |
| 136..... | 12.00 | 483..... | 15.00   |
| 143..... | 5.00  | 499..... | 5.00    |
| 148..... | 12.00 | 501..... | 1.00    |
| 159..... | 12.00 | 508..... | 2.00    |
| 170..... | 8.00  | 559..... | 15.00   |
| 171..... | 12.00 | 663..... | 12.00   |
| 218..... | 12.00 | 679..... | 10.00   |
| 224..... | 2.00  | 703..... | 8.00    |
| 263..... | 12.00 | 715..... | 12.00   |
| 266..... | 5.00  | 720..... | 5.00    |
| 272..... | 3.30  | 736..... | 10.00   |
| 279..... | 5.00  | 752..... | 12.50   |

Total .....\$267.80

#### L. A. T. Lodges.

|          |         |          |         |
|----------|---------|----------|---------|
| 3.....   | \$ 5.00 | 222..... | \$ 5.00 |
| 14.....  | 2.00    | 231..... | 5.00    |
| 24.....  | 5.00    | 261..... | 1.00    |
| 51.....  | 5.00    | 262..... | 1.00    |
| 55.....  | 33.55   | 263..... | 1.00    |
| 66.....  | 5.00    | 272..... | 11.50   |
| 105..... | 2.00    | 281..... | 2.00    |
| 109..... | 5.50    | 289..... | 10.00   |
| 115..... | 5.00    | 300..... | 5.00    |
| 121..... | 2.00    | 322..... | 5.00    |
| 145..... | 10.00   | 332..... | 8.00    |
| 198..... | 1.00    | 336..... | 25.00   |
| 213..... | 5.00    | 370..... | 2.00    |

Total .....\$167.55

#### Summary.

|  |            |
|--|------------|
| O. R. C. Divisions .....   | \$ 164.10  |
| B. R. T. Lodges .....  | 267.80     |
| B. L. E. Divisions .....   | 245.75     |
| B. L. F. & E. Lodges .....   | 100.00     |
| L. A. C. Divisions .....   | 88.40      |
| L. A. T. Lodges .....  | 167.55     |
| G. I. A. Divisions .....   | 61.50      |
| L. S. to B. L. F. & E. ....  | 62.00      |
| James Costello, No. 270, O. R. C. ....   | 1.00       |
| Alfred S. Lunt, No. 456, B. R. T. ....   | 1.00       |
| W. M. Hulburd, No. 298, O. R. C. ....  | 1.00       |
| Proceeds of a picnic given at the Home by No. 100, L. A. C. ....                                   | 15.73      |
| Rebate on freight .....  | 43.29      |
| Grand Lodge, Ladies' Auxiliary to the Brotherhood of Railroad Trainmen at 5 cents per member ..... | 855.75     |
| Total .....  | \$2,074.87 |

#### Miscellaneous.

Twelve towels from No. 235, L. A. T.

Respectfully submitted,

JOHN O'KEEFE.

Sec. & Treas.

### Setting Aside Labor Day.

The following is the full text of the proclamation issued by Gov. Vardaman in recognition of Labor Day:

JACKSON MISS., Aug. 31, 1907.

"It is the highest evidence of the best civilization that the laws of our state should recognize the dignity of labor and the nobility of honest, intelligent toil. They are the foundation stones upon which all enduring government rests, and it is but meet and proper that we step aside from the busy highway of life, spend one day in the cool shades of reflection and consider the value of the services rendered the world by the toilers; and to give, also, expressions of gratitude for their part in the maintenance of the most remarkable civilization the world has ever known. We should also remember that the only absolutely free, independent and happy man is the man who lives by the intelligent exercise of his own mind and muscle—that the only man worthy of the respect and love is the man who produces something. It is the laborer who keeps the telegraph and telephone lines in the air, the ships floating on every sea, the cars running on the track, the wheels of the factory revolving and the complex machinery of our marvelous civilization moving in rhythmic splendor in the onward march of events. The laborer—the wealth producer—that marvelous force that builds opulent empires, creates civilization and feeds and clothes the world, is entitled to our reverence and respect, and a much larger share of the products of his own toil. He maintains the commerce of our country in times of peace, fights its battles in times of war and writes the laws of the land with his ballot. He is the king of commerce as well as the ruler of the realm.

"Now, therefore, I, James K. Vardaman, gov-

error of the state of Mississippi, by virtue of the power vested in me, do hereby designate and set apart Monday, the second day of September, 1907, as Labor Day, and do further appoint and proclaim the same as a holiday within the state of Mississippi, and do urge that it be observed by all the people of the state, wherever they may be or whatever their vocations. Let the observance of the day take such forms as will impress upon the people of the state the duty and great responsibility of citizenship; let the implements of real labor—the tokens of equality in the elements of manhood, equality of opportunity to the man who toils, to the man who reaps, be displayed, and let this celebration inculcate the wholesome lessons of justice and equality of opportunity in the race of life as the only hope of perpetuity of our form of government.

"In testimony whereof, I have hereunto set my hand, and have caused the great seal of the state of Mississippi to be affixed. Done at the capitol in the city of Jackson, this 30th day of August, A. D., 1907.

"JAS. K. VARDAMAN, Governor."

"By the Governor: JOS. W. POWER, Secretary of State."

### Milwaukee, Wis.

In reading the September JOURNAL I was much attracted by an article from the pen of Brother W. B. Porter, of Des Moines, Iowa, who would change our plan of assessment. In closing his article the brother says he would like to hear from us through the columns of the JOURNAL in a fraternal spirit. While my views are just the opposite from that of Brother Porter's, I assure him that what I say comes with a fraternal spirit, and if anything that I may say appears to have a taint of sarcasm to it I will commence by apologizing to the brother.

He has asked our opinion on the following:

"Do you think our present system of insurance is right? John Smith, aged 21 years, pays the same premium on a Class C policy that Thomas Brown, aged 70, does; yet the former's expectancy of life is far greater than the latter's. As far as disability is concerned they would perhaps be considered equal, in similar occupations. Don't you know that John Smith is paying more than he should and Thomas Brown less than he should? Or in other words, John Smith is carrying part of Thomas Brown's risk. Again, William Jones, a passenger conductor, carries a Class B policy and pays the same premium that James White, a freight brakeman, does on a Class B policy. Can't you see that this is wrong?"

"I will propose that the Columbus convention appropriate two thousand dollars, if necessary, with which to employ a competent actuary and necessary clerks, to find out where we are drifting and to place us on a scientific basis, for it is certainly patent to all that we must get away from our present unsystematic plan or soon become insolvent.

"Now, brothers, let us hear from you through the columns of the JOURNAL in a fraternal spirit.

Let us face the crisis before it is too late. Greater corporate bodies than the Brotherhood of Railroad Trainmen are calling for retrenchment and more scientific methods, and why shouldn't we?"

I must say most emphatically yes! Our present system is right and far superior to the one he proposes. John Smith, aged 21 years, is just starting out to enjoy the fruits that Thomas Brown, aged 70 years, has struggled for many years to get for him, and Thomas Brown won't live so many years to enjoy them. Is this why we should put additional burdens on his old shoulders by raising his premium? This would be an imposition and a sorry reward if it were true that the young man were carrying some of the old man's risk, but I find in the beneficiary assessment notice, No. 340, printed in the September JOURNAL, that out of 110 claims, 80 are by accident. By these figures it would appear Thomas Brown is paying more and John Smith less than he should or in other words, Thomas Brown is carrying part of John Smith's risk, instead of vice versa, for it is an undisputable fact that the young man is more liable to accident than the old and experienced one is. In answer to the brother's second question, I must again beg to differ from him and say that I cannot see where it is wrong. William Jones, a passenger conductor, pays the same premium on a class B policy that James White, a freight brakeman, does. It is true that the passenger conductor is a better risk than the freight brakeman. This is where William Jones is strong and James White is weak. It is also true that there are hundreds of freight brakemen to the one passenger conductor. This is where James White is strong and William Jones is weak, but by their united efforts and our present system the passenger conductor gets better wages and the freight brakeman gets better insurance. This reminds me of an article I read in a magazine not so many months ago about a Miss Sophia Wright, of New Orleans, La., a crippled little woman who won the title of New Orleans' first citizen by her untiring efforts for her fellow citizens. One day there came to Miss Wright a large, strong, able-bodied young man who was stranded; he wanted her to help him so he could take a civil service examination. Here was the two extremes. He was very strong physically and very weak mentally, while she was very weak physically and very strong mentally. Both were very strong morally, so she spent her evenings with him until he passed the examination. What Miss Wright accomplished for this young man we can accomplish for each other by our present system. I would amend his last proposition to ten thousand dollars if necessary with which to employ a competent actuary and necessary clerks to place us on a more scientific basis, for we must be up to date; but I would not change from what the brother terms our present unsystematic plan to the unbenevolent and unfraternal one that he proposes. Brothers, we must develop three-fold, physically, mentally and morally. By physically, I mean strength in numbers; by mentally, I mean to be up-to-date in our business and insurance plans, and by

morally, I mean a more brotherly and fraternal feeling to one another, that we may be known by what the President of these United States terms a "square deal to all." They say to us young men, your Order makes you at 21 years pay the same as the man at 45 years. This is a charge that I as a railroad trainman feel proud in not being able to deny, for we are not developed mentally alone like some captains of industry, who think nothing of crushing out a co-worker and competitor.

I am yours in B., S. & I.,

H. R. McLOGAN,  
Journal Agent, No. 191.

### Montana.

I have noticed from time to time what other state legislative boards have secured and I thought that some of the other members of our board would advise you, of what we have secured out in this wild and woolly west. (The wild and woolly is a thing of the past.) Well, two years ago we secured one of the best fellow servant laws in the United States. Last winter we secured the sixteen hour law and the abolishment of the dinky or box car caboose, effective November 1st, 1907. The law is very strict, placing a fine of \$500 for each offense. To the companies in the state that use or attempt to use a box car for a caboose the law says they must have eight wheels, two pairs of trucks, grab irons, platforms and cupolas, and the trainmen of the state of Montana owe a debt of gratitude to Brother Kirwin, of No. 405, who was the member of the House of Representatives that introduced the bill and secured its passage. Fraternalty yours,

H. A. LLOYD,  
Legislative Representative No. 213.

### Organization Must Be Justification.

Ever since the day man inhabited this earth, he seems to have never been able to comprehend that justice is the only power that builds and maintains all organizations among men. He seems to have gone mad with a wild and fantastic idea that the accumulation of wealth is necessary in the upbuilding of an enduring organization.

Why men were born imbibed with this hallucination is a mystery. But considering that this world is one of practical facts, and not a world of fantastical mythologies as our ancient ancestors thought, it does seem strange that men are so slow to awaken to the fact that gold and silver never were and never will be the fundamental essentials to the upbuilding of an enduring organization among men.

Preachers may preach their doctrine and lawyers of great fame and learning may exhibit their talents, millionaire philanthropists build libraries and schools and colleges, and all the world turn out to eulogize and heap encomiums on the heads of these benefactors of the proletariat, but what will all this demonstration of money and talent

avail if men still continue their insatiable, self-aggrandizing egotism? Are these endeavors not like unto those of the man that built his house upon the sand? And will we not eventually drift upon that inevitable rock of destruction where all the ancient civilizations of accumulated wealth have perished?

The dawning of the twentieth century never would have known nor would it have needed the mighty organizations of the laboring classes had it not been for the arbitrary despotism of a few malevolent financial despots. But the laboring man must never lose sight of the fact that he is subject to the same laws and temptations as his financial superiors, and the moral laws which govern this universe know no classes. Will men go on struggling like maniacs to build up organizations only to pollute them with enervating greed and impetuous self-aggrandizement; and then cry aloud in pessimism when the boat of organization drifts on to the rock of practical moral law and perishes? Have all the years of human endeavor and failure been of no practical benefit to us? Are we going to perish on the same rocks our ancestors did with their farcical civilizations?

As all organizations are built through individual endeavor, so shall they perish through individual corruption. Justice is a cruel being to those who are recalcitrant and her sting of righteousness knoweth no bounds. Fairness must be the principle of all labor organizations not only collectively but individually or they, too, shall perish. Like all other mighty powers, their destiny lies in the hands of the individual and if their dispensations to men are not just, their fate is as inevitable as the fate of the despotic trust and their names will go down in history as another failure of men who built a house upon the sand.

K. L. BLOOM,  
Member No. 58.

### Rejuvenation Of Elmo Lodge, No. 675.

During the past two months, through the active efforts of the officers and members of this lodge, it has assumed a very prosperous appearance. Every member was appointed a committee of one to look after "non-airs" and "bad orders" and so successful were their efforts that they now have about 90 per cent of the eligibles on this system and it is their intention to "keep a-goin'" until the entire number are members in good standing.

On August 25, with special dispensation from the Grand Lodge, the charter accompanied by 21 officers and members was moved for the day to West Frankfort for the purpose of conferring the initiatory degree upon twelve recruits stationed at West Frankfort.

Prior to the departure of the members to West Frankfort, they met Brother Eugene B. Wright, of Lodge No. 706, East St. Louis, State Safety Appliance Inspector, who was here on his regular inspection tour and an invitation was extended

to him to attend the exercises at West Frankfort, which he accepted.

On the arrival of the train at West Frankfort, the visiting members were met by a reception committee with fifteen eligible candidates.

After the meeting was opened, Secretary S. T. Alexander introduced to the lodge Brother Eugene Wright. Master Kramer of this lodge tendered the chair to Brother Wright who, after accepting, made a most interesting talk and in conferring the secret work taught old members of 675 lessons that they had never learned.

S. T. ALEXANDER,  
Secretary Lodge No. 675.

### Altoona, Pa.

On Labor Day, Monday September 2, 1907, the labor organizations of Altoona, Pa., turned out to celebrate Labor Day in a befitting manner. In line of parade among all the other unions there was Uniform Rank No. 1 of Lodge No. 174, B. R. T., visiting brothers from Lodges Nos. 453, 450, 490, 63, 160, 113, 42, 225, 408, 498, 439, 682, 43, 159, 386 and B. R. T. members of Lodge No. 174, the Boys' Brigade B. of R. T., 500 strong, and L. A. to B. R. T. and L. A. to O. R. T. on floats. We had a very nice parade of union men. But we were handicapped on account of so many of our members having to work on that day. In the afternoon we went to Lakemont Park where our body was holding a picnic, and we are proud to say we had the largest crowd of people seen at this famous resort this season, and all went away well pleased with the good time they had. There was a prize of \$25 offered by the Golden Eagle Clothing Co. for the best appearing company in line which was awarded to Uniform Rank No. 1, B. of R. T. Lodge No. 174.

Fraternally yours,  
T. J. FORBES,  
Master Lodge No. 174.

### Ft. Wayne, Ind.

On the first of September, Lodge No. 136 had four hundred and seventy-five members.

On August 18th, the lodge opened up its room at St. Joseph's Hospital. This room is intended for the sole use of the members of the lodge, and is the first of its kind prepared by any labor organization in the State of Indiana. The room is completely furnished in every sense, and the sisters will not have to furnish anything to take care of the inmates. Each piece of linen is marked "B. R. T. 136." The furniture is quarter-sawn golden oak, and the chairs and couches are of the very best leather covered.

The prominent physicians and surgeons say that it is the most up-to-date room in the city. The committee in charge spared neither time nor ex-

pense, and its work is very highly commended by all of the members of our lodge.

Lodge No. 136 is taking in members at every meeting, and we are almost positive that there will be more than five hundred members on the rolls before the close of this year.

Fraternally yours,  
H. B. KOCH.

### Shop Talk.

Said the Engine, "I drink only water, and still  
I could get on a toot if required.  
I can tender my own resignation at will;  
But I never can go till I'm fired.

"I get hot when I'm coaled; but I never can  
shirk,

Nor be switched from my purpose so active.  
I rail not at fate; but I puff my own work  
And es-steam it as something at-track-tive.

"I have only one eye, which may seem rather  
queer,

Till you think, if you haven't already,  
That Engines like I am have only one ear—  
The Engineer sober and steady.

"My train rushes on like an arrow, swift sped,  
Till I put on my brakes and I slack her.  
I 'chew, chew' whenever I coax her ahead  
And, likewise, I 'chew, chew' to back 'er."

—Nixon Waterman.

### Apipilulco, Mexico.

Here I am way down in Old Mexico and the JOURNAL with me. If every brother would appreciate the JOURNAL as I do and try to master its contents, how proud we would be. Can it be because I am in Mexico and have plenty of time? Well, that may help some, but then I wish to state that we should all take time and derive what benefits we can from the champion of our cause, the JOURNAL. In all my travels in Mexico as yet I have not met a brother, so you can draw your conclusions as to my joy in receiving the JOURNAL. Of course I hear from my lodge, Western Shore, No. 71, and we are taking in from three to nine candidates and even have to have special meetings. How grand our cause is, and we brothers should talk Brotherhood to our fellow-men, providing they are eligible; if not, shun them, and they will get in the clear. I expect to be back in the states soon and you won't be able to keep me away from the meeting with a forty-foot pole.

I remain in B., S., I.,  
CARLOS V. EMPARAU,  
Apipilulco, Mexico.



# EDITORIAL

Vol. xxiv.



No. 10

## Our Strength And Weakness.

Workmen receive wages, but not all of them know how their present rates were secured. Men who work under regular standard rates, arranged and fixed by their labor organizations, appreciate to some extent the part the organization has done, but even the majority do not fully understand how much they owe to their organization because the work has been years in reaching its present standing and that of each generation is forgotten by the next.

There has never been a revolution in work or wages with permanent results for good. There have been numerous attempts to bring off something of the kind, but they always failed for natural reasons.

When men are able to assure themselves of a certain standard of living they are satisfied to let well enough alone until they learn a higher standard. All ideas of what fair living means do not agree; failure of concerted opinion and performance are certain to clog progress. But as men learn of better things and enough of them are ready to make sacrifices to get them, the venture is undertaken and as a rule it is wholly or partly successful. This is the history of progress. It is not a story of leaps and bounds toward any given point. It is the slow, plodding, ever grinding method that holds its strength according to the demands of the mass, for economic changes come slowly and only at the demand of the great majority.

We can run back over the past twenty-four years of our Brotherhood and in it

we can see many changes without going very far below the surface of things. How many of our members, or how many men in the service today, realize the great difference in conditions as a whole? It is safe to say, not ten per cent of them.

How many of our members know that when this Brotherhood was organized that the wages of train brakemen and yardmen were less than \$2.00 a day? The wages of a train man on the D. & H., where the Brotherhood was born, were \$1.66 a day, no limit as to hours and no rights of any kind? How many of our brothers know that the average wages then for train men in the East were below \$2.00 a day? The prevailing rate ran from \$1.62½ for a day's work of unlimited hours to as high as \$2.00 a day for close to 200 miles with no limit as to hours.

Low wages were not peculiar to the East, for we know that on the best of the roads running out of Chicago the rate was \$38.00 a month for the first year and \$42.00 the second year for freight brakemen, and the rate for yard service was but little higher, ranging its highest at Chicago and varying elsewhere. These wages covered all time made, with but few exceptions and when anything was given for extra time it was a gratuity and because of the good nature of some one.

How many of the old timers can tell you of their disappointment at being called to go out with a new conductor who had never broke a day on their road and per-

haps on no other? Every one of them can easily recall a story of broken hopes because a favorite of some one in power had been placed on runs that belonged to them by right of service. How many were "fired" without cause?

The young man in the service does not know, and he cannot appreciate, the debt he owes to the men who changed conditions and made them what they are. They are not ideal, but even at that they serve well to demonstrate what the Brotherhood has done as far as it has gone.

Every man knows the rules for his protection, he knows how many hours he works and he knows what he gets. He knows that all things being equal he has his right to promotion and that it will not be challenged to make room for a favorite. He knows that if he is imposed upon that there is some protection for him and he also knows that when death or disability overtakes him he is provided for to some degree.

Every man ought to know that until the Brotherhood came into the field that there was no improvement for the conditions of train or yard men. He ought to realize that if it had not been for the Brotherhood that the wages of railroad work would be like the pay of other classes of labor that have not advanced for the past twenty years. He ought to know that there never was an employer in the railroad business who voluntarily raised wages no matter what has been said regarding it.

If all the advantages came of themselves, as some of the men assert they have, why

did they not come before there was an organization and why was it that before the days of the Brotherhood comparative wages of train and yard men were so much lower than those of the other employees?

The present conditions are the result of the work of the Brotherhood. The steady old timers who carried the banner of the Brotherhood twenty years, and more, ago paved the way for the conditions we now have and the other men who have taken up the work where they left off have contributed their full share toward the gradual betterment of wages and conditions. It has been a progressive work, a steady work, sometimes discouraging, too. It has called for many sacrifices, but they have been cheerfully given and as the result we have better wages and working conditions than we ever had.

But, this work must go on and it is up to our members of today to take up the burden of progress and carry it forward so that there shall be no page in our organization story that tells of even a day of retrogression. Every man has his part to do; on his weakness rests our strength, for if he is weak, so are we all weak. Our foundation is the test of our strength and each man is a part of that foundation. Our need is for men who realize and accept their responsibility in the labor movement as it applies particularly to our Brotherhood. An element of weakness with us is the non-member. Will every member of this Brotherhood do his work by trying to have every eligible man in the service become a working part of the organization?

## The Manufacturers' Association Plays Baby.

The million dollar educational fund that was proposed by the Manufacturers' Association for the enlightenment of the public in its relation to the trades unions is being spent, unless we are greatly in error, in just the way we thought it would.

Mr. Van Cleve has brought suit in the Supreme Court of the District of Columbia to secure an injunction against the use

of the boycott and the unfair list and the "we don't patronize" list of the American Federation of Labor. Nothing has been started in a long time that promises to do so much in the way of showing up the inconsistent position of the Association as the suit to deny the workmen in labor organizations the same rights their employers exercise in business.

It is an open secret that there are but few large employers of labor who do not work in conjunction with detective agencies and the blacklist and go behind the new employee's previous record before engaging him permanently. The personal record is a form of employers' boycott and the black list is the most effective "we don't patronize" affair that can be devised.

There are detective agencies in every city in this country. They have their men planted in every shop, mine and factory, on every railroad system and in every branch of business. No employee regardless of his position dare hope to be free from the spying of others who want an inside record of his doings as an employee and as a citizen. The man higher up does not need to fear so much as the other who works under his direction. The spy system, the personal record and the black list are accepted as a part of the right of every employer. He feels he has a right to say who he shall employ, for "is not his business run by his money, does he not furnish work to men who without it would starve? does he not stand for the independence of his employees?" All that sort of argument is offered when he is requested to be half decent and give his men a chance to live. All this and more the employer demands as his right, but if the employee takes it as his right to advise his fellows of the enmity of an employer and asks them not to spend their money on his goods the case is different. He demands the protection of the law, or as close to it as the employer usually gets by way of the injunction. He says, in effect, that his rights are superior to those of the workmen because he has a right to deny employment to any man whose previous record does not meet with his approval. He can blacklist him on the information furnished by any one, but he insists that his workman is not doing the right thing when he advises his fellows that the previous record of the employer is against him and his goods are produced under unfair working conditions.

Why is it not right to say to the world that a certain product is manufactured at lower wages and under other inferior conditions and to ask in the name of the common good that all refuse to purchase such

goods? The result, if effective, would be the same as a strike, that is, labor conditions would be improved and that fact established before there would be a market for the product.

The fair employer has no reason to object to the unfair list; it is the other who not only takes advantage of his workmen but of all of his associates in business who do employ their labor on fair terms.

It is the unfair employer who is always responsible for industrial trouble. All business on the same comparative basis of cost leaves every producer on the same common ground. But getting a lower basis of cost gives the advantage to the unfair producer that is called "illegal" when applied to railroad rates.

The injunction, asked for, offers the usual reasons for asking such extraordinary relief and modestly requests for nine different kinds of it. Summed up in general terms it means that "nobody, no where and no how" dares to open his face against the Buck's Stove and Range Company of St. Louis, which is the complainant.

There is, of course, a lot of open sympathy for the Association that stands so nobly for "personal liberty" for the workman. It is a part of the program to give it to him in small doses, first by compelling him to work for whatever wages the employers grant and then to force him to keep quiet when the terms are unfair. There is a certain brand of press sanction for the court proceedings, but that is not out of the ordinary.

The *New York Journal of Commerce* is one of the kind that sees only one side of the question, the employers' of course, as a matter of duty and business. It said, in part:

"About the character of all boycotting of the kind there can be no two opinions among a civilized people. Its purpose and intent is to ruin the business of an employer who does not submit to the authority of the labor union in its employment of men and the terms of such employment, though it has no difficulty in securing such labor as it wants on terms mutually agreed upon and mutually satisfactory to employer and employed. It is to be punished for exercising its freedom and permitting those who



work for it to exercise their freedom under that equality of rights which our laws are supposed to guarantee and to protect. In the attempt to injure the business of one concern as a means of coercion and of intimidation for other employers, there is incidental injury done to many others. Few persons buy directly from a large manufacturing establishment, and the boycott has to be directed against dealers in the goods, and their business is thereby interfered with to their injury. Their liberty of purchasing where they can do so to the best advantage is restricted, and the rights of consumers to a free and untrammelled market are impaired. The wrong done is in fact varied and widespread."

It perhaps has never occurred to the one who wrote that denunciation of the boycott that it is precisely the same thing the employer uses to deny men the right to work. The black list is exchangeable between employers and what with their exchange records, references demanded and secret service agencies, the blacklist is calculated to make men criminals because all avenues of employment are closed to them, and they must live somehow.

The argument of the *Journal of Commerce* is so weak that it is surprising it ever was published. The other side of the "wrong done" can be followed through every branch of trade. Neither the retailer nor the consumer need suffer because a certain make of goods is placed on the unfair list, for there ought to be other manufacturers who could supply the demands and who would do so if the unfair producer did not beat the wage rate and the market price that must be set by the employers who pay a fair rate of wages.

It is a case of sweat shop against the fair, well managed concern that believes there is a living for all in the business.

There are very few who will rise to defend the boycott. It is something of a tradition that fair play ought to prevail in all of our relations with each other. It is a tradition, that is all, for the fair play idea is dead in practice.

The New York *Journal* gets as close to the workingmen's side of the question as

any of them, but even it does not agree that the boycott is right. It says that both the boycott and blacklist are unfair, but it adds that the employers are more criminal and cowardly than the unions. In part it said:

"A workingman who conspires to keep his money and that of his friends away from a certain firm is only depriving the firm of *part of its profits*. Whereas when a body of manufacturers get together to blacklist a workingman *they conspire to deprive him of a living and to make him a criminal*. The manufacturer who helps to get up a black list of workingmen talks like a fool when he asks for an injunction to prevent workingmen getting up a blacklist of manufacturers. And the manufacturer who unites in an association to blacklist and boycott *all labor unions* talks very much like a fool and a cry-baby to boot when he tries to prevent workingmen from boycotting him."

The Manufacturers' Association stands convicted of demanding something it denies in its business. The blacklist and the trade agreement between "gentlemen" are used to whip every dealer into line and if he stands up for his "personal liberty" he finds all wholesale doors closed to him. He is boycotted, blacklisted and put on the unfair list all at one time. The methods complained of by the Association are exactly the same kind as are used by the trusts to compel dealers to purchase the products offered under penalty of being forced out of business.

Let the campaign of education proceed. Put the public next to the unfair demands and practices of the labor organizations and when the time comes that the unions cannot offset every charge by showing another situation worse in every sense on the other side of the controversy we will come across right gracefully and admit it. This campaign of education is surely glorious stuff and the million dollars will be well placed if it continues as it has begun.

We have gained ground rapidly thus far. We have had one lesson on "personal liberty" for the boy by forcing him to learn a trade during his school days; we have "A Crown of Glory" promised for the "in-

dependent workman who will not lay down his liberty to the tyranny of labor organizations" and we have a demand for an in-junction against the unfair list by the men who manage the blacklist. This is going some.

## The United Labor League Makes Amends.

In the Brotherhood correspondence, there will be found a full transcript of the proceedings of the special committee that was appointed by the United Labor League of Western Pennsylvania, the headquarters of which are at Pittsburg, Pa.

It will be remembered by the readers of the JOURNAL that in April, 1906, there was an illegal strike on the part of a few switchmen employed on the Monongahela Connecting Railroad, and which the Switchmen's Union endeavored to turn into a legal strike.

The membership of the Switchmen's Union was very much in the minority, a large majority of the men declined to have anything to do with the movement, and it fell through within a day or so. In order to make its membership satisfied with the result of the fiasco, the Switchmen's Union endeavored to place the blame on the Brotherhood of Railroad Trainmen.

It represented that the B. R. T. was sending men to Pittsburg by the carload to take the places of the men who had left the service. Only 34 quit. It also tried to make it appear that men were dismissed because of their membership in the Switchmen's Union. The further effort was made to have the labor organizations of Pittsburg understand that the B. R. T. was responsible for the loss of the strike.

The League represents a number of the trades associations centering in Pittsburg, and the Switchmen and Trainmen both had representatives in that body. The matter was taken to the League, and charges preferred against the Trainmen by the Switchmen. A very unfair and farcical trial followed, and without deciding the question on its merits, the League promptly placed the B. R. T. on the unfair list.

Since that time, the right-thinking members of the League have had an opportu-

nity to look over the situation, at their leisure, and they reached the conclusion that the League acted unwisely and unfairly in placing the Brotherhood on the unfair list. A number of the members decided that another investigation was necessary to insure fair judgment. Accordingly a committee was appointed, and both sides were requested to come before it. This they did, and the Switchmen failed to prove a single charge made against the Brotherhood. They then asked for permission to bring Grand Master Hawley before the committee, and it was willingly granted, but at the time appointed, the Switchmen's committee failed to materialize.

At the hearing, the evidence submitted by the Switchmen was so lacking in proof as to the charges, and so filled with proof of their own mismanagement and falsehood, that the committee decided the Switchmen had been guilty of violating their own laws, and of unfair practices toward their own members in asking them to leave the service because men were dismissed on account of failure to properly perform their duties. The evidence of the Brotherhood was conclusive, and without flaw, and was a reiteration of the statements made when the case was before the League last May.\*

After the League made its decision, given it over its seal, and signed by the proper officers, the members of the Switchmen's Union attempted to prejudice opinion by claiming that they were not permitted to be present at the meeting at which the report of the committee was accepted.

In order to set this question at rest, the JOURNAL publishes herewith a letter from the United Labor League, in which its position is set forth over seal, and properly signed by its President and Secretary. The letter herewith follows:

\*See report of Committee, page 897.

PITTSBURG, PA., August 26th, 1907.  
*To Whom It May Concern:*

At a regular meeting of the United Labor League of Western Pennsylvania, held on the 25th instant, the following statement of facts was authorized.

This is to certify that the untrue and misleading statement circulated by members of the Switchmen's Union of North America, that they were denied a hearing by the United Labor League of Western Pennsylvania, in the dispute between their Union and the Brotherhood of Railroad Trainmen, caused by the trouble on the Monongahela Connecting Railroad, in April, 1906, is untrue in every particular, and unworthy of consideration of any person who desires to know the truth.

The facts in the case are, that in April, 1906, when this trouble arose, the Switchmen's Union had two delegates representing them in the League, on May 13th, 1906, their delegation was increased to twelve, as against one delegate from the B. R. T., and with these odds a resolution was rushed through, placing the B. R. T. on the unfair list.

In January, 1907, they had but three delegates in the League, and the same number in July and August, of this year. They were accorded a hearing by the committee having in charge the re-opening of the case for further investigation, on July 25th, 1907, and agreed to attend the meeting on the following evening, and have with them Mr. F. T. Hawley, General President of their Union, but failed to do so, or give any reason for failure to attend this meeting.

At the League meeting on July 28th, their regular accredited delegates also failed to appear, but several individuals without credentials appeared to represent them, and before anything was done, the President of the League had occasion to go to his office on the floor below, and found the ante-room, stairway and hallways filled with Switchmen, who were not delegates, demanding admission to the meeting. The League then and there adjourned, after which the entire crowd entered the hall. D. A. Harshburger, General Third Vice President of the S. U., informed the League that there were more Switchmen within call, who would be here if necessary. The

number present on July 28th, being about 40 or 50.

After this meeting of the League, the officers decided to confine the next meeting entirely to regular accredited delegates, and in order to prevent interference, trouble and disorder, made arrangements with the proper city official to have several police officers in citizens' clothes present, outside of the meeting hall, to maintain order.

All those who were delegates, with membership cards were admitted, as well as those delegates who failed to bring their cards, on being vouched for by the Financial Secretary of the League. The Switchmen were entitled, and had three accredited delegates, and but one presented his card, and he was admitted, namely, J. A. Welsh, who took part in, and remained until the meeting adjourned, at nearly 11 o'clock p. m.

At this meeting, the Switchmen again tried to get control of the meeting by sending in credentials for a number of new delegates, but which were not acted on for the reason that the League was in executive session. The Switchmen have failed to prove any case against the B. R. T., and are now resorting to abuse, vilification and misrepresenting all who disagreed with them. The B. R. T. had nothing to do with the recent actions of the League, except the presenting of their case before the committee, which they did in an orderly and gentlemanly manner, and none of their officers or members attended any meetings of the League from May 13th, 1906, until August 25th, 1907, and are in no way responsible for what the League has done.

This explanation and denial is made by order of the League to prevent organized labor in particular, and the public in general from being misled, by misrepresentations emanating from any source, and placing the United Labor League, as well as the Brotherhood of Railroad Trainmen in the in the proper light before all fair-minded persons.

Issued by authority of the United Labor League of Western Pennsylvania.

Attest, JOHN FERNAU,  
 President.

P. W. I. GILFOYLE,  
 Secretary.

(SEAL)

The Journal does not propose to go any further into this discussion. It was taken up exhaustively at the time it occurred, and if the statements made when the matter was up for discussion last year, are compared with the report of the committee representing the League, it will be found that they are exactly the same. The JOURNAL made no mis-statements at the time. It told the truth concerning the matter, and the report of the committee fully substantiated everything that was said.

The action of the League in Pittsburg is in keeping with that of the trades council at Denison, Texas, which was also guilty

of the same indiscretion; that is, of placing the B. of R. T. on the unfair list, but afterwards made honorable amends when the real situation was understood.

We have no fear that any fair organization can honestly criticize the performances of the Brotherhood of Railroad Trainmen, and while uncalled for action on the part of labor bodies may have caused us annoyance and embarrassment at times, we have no fear whatever when the facts are brought to bear but what the position of the Brotherhood will be commended, as it has been in the Monongahela Connecting controversy.

---

## Asiatics Must Be Excluded.

---

The Asiatic on the Pacific Coast is no longer a cheap labor problem, he is an industrial problem ready and anxious to control every industry into which he enters. This statement applies particularly to the Japanese but, unless something is done to stop the coming of the Hindus, the situation will be added to because they have started to invade the Coast States and they are capable of performing any service, once they are taught; they are cheaper laborers than the Japanese; they are susceptible to dangerous and contagious diseases, and in every sense present a menace to the conditions of work and wages not only to the Coast States, but to all of our people.

The Pacific coast is divided on this question for the business men of Washington and Oregon cannot say too much for the Asiatics while Californians and the people of British Columbia are determinedly opposed to them.

The working men of Bellingham, Washington, who had been displaced by Hindus, started against them on September 5th, and tried to drive them back to Canada. It was no race enmity that led the riot. It was a protest against losing the chance to work for a chance to live.

Several years ago the British Government was brought to make objections to the Japanese Government and immigration was restricted from Japan to Canada direct. Last

year a tramp steamer loaded up twelve hundred of them at Honolulu and took them to British Columbia. As they did not come direct from Japan but from an American possession there was nothing to do but admit them. The labor interests protested and at this time the agitation is on for their exclusion.

Just now the agitation against Japan has lost its warlike aspect. The same situation remains, however, and it will remain as a menace to the peace of this country so long as it is tolerated. Japan has made herself believe she has a grievance against the United States and if the Government could find the backing necessary to start a war there is no question but that it would be started, and for no other reason than the attempt to secure a foothold on the West Coast and the trade advantages it would bring.

Chinese immigration has been forgotten in the newer problems that have arisen in the past few years. We are even now in the embarrassing position of falling between an Administration promise to do certain things in the way of restriction and Japanese determination that it shall not be done.

Those who make themselves believe the entire question is one that applies to the Pacific Coast alone might better understand that it is a national issue affecting the work, wages and living of every man, woman and child in this country.

This country had a spasm of love for the little brown man when he buckled into Russia and was scared to death that he would be eaten alive. It overlooked the fact that Russia was divided from top to bottom, that its rulers were corrupt and that thievery ran rampant making its work ineffective and success impossible. It overlooked the fact that civilization was pitted against heathen fanaticism which welcomed death in the service of the Mikado as the straight road to eternal Paradise. This nation could not mind its own business and it will have to pay the debt that every busybody has to pay sooner or later.

But it matters not now so much what is responsible or what we have as what must be done to get rid of it. It is a delicate question and one that must be handled with care, backed up by all the strength that can be gathered for the occasion.

The objection to the Asiatics is no mere question of race or color. It is the determined demand that white men have a right to live as they understand living, not as the Asiatics understand it. There may be white men who can live as the Japs and Hindus do, but we have not yet met them and do not want to.

California has suffered more than any other State and the Japs have been there in number only seven years, yet, in that time, they have gained control of several prosperous farming communities, among them Vacaville, noted for its dried fruits, and Florin, the centre of Winter strawberry culture. Their people are getting farms in the country and buildings in the cities and the only redeeming feature of the situation is that the Japanese are organizing Japanese labor unions and are working for higher wages. They are also working for the dismissal of white workmen when they can make their demand good.

To illustrate, we publish a press dispatch under date of August 30th, 1907, as follows:

Vacaville, Cal., Aug. 30.—Vacaville is within a short ride of San Francisco, yet you could easier imagine yourself in a suburb of Tokyo.

Opponents of Japanese exclusion find Vacaville extremely interesting, as it has reached a more advanced state of Japanization than any other town in the United

States. Ninety per cent of the people met walking or driving about Vacaville are Japanese.

Fifteen years ago the Japanese began quietly gathering in this beautiful valley, made up of California's most fertile fruit farms.

Today the Japanese control everything. They are as much a power in this valley as they are in the land of the Mikado.

Vacaville has 1200 inhabitants, the majority of whom are Japanese. Extensive laundries, large general merchandise stores and employment agencies elbow each other at every turn in Japtown. There are six billiard saloons, ice cream parlors and the ubiquitous Japanese bank.

Japtown—it is in the center of Vacaville—is built in true oriental style. The rooms are tiny and dingy. One building contains 26 rooms and houses 26 families. All the members except the very small children work in the fruit fields and live, eat and sleep in the same room.

The postoffice does a money order business approximating \$80,000 a year, 75 per cent of which goes to Japan. A local bank paid \$40,000 to Japanese laborers in two weeks. Most of it went to Japan to enable uncles and brothers and cousins to make the trip to America.

"What wages are paid the Japanese fruit picker?" was asked of one of the few American ranchers near Vacaville.

"We now have to pay from \$1.50 to \$1.75 per day," was the answer. "Five or six years ago they were willing to work for \$12 a month and find their own food."

"The Japs run the valley now, however. One rancher was employing 500 Japanese fruit pickers. One morning they refused to go to work unless the few remaining white fruit pickers were discharged."

"The rancher had to let the white help go. The fruit was ripe and if it hadn't been picked at once would have rotted on the trees."

Mr. White Man, does this look good to you? And you, Mr. Railroad Man, bear in mind they tried Japs as brakemen during the Colorado and Southern strike.

Another press note from San Francisco, dated August 28th, 1907, tells how the Jap-

anese have crowded out the whites in the cities. It read:

That the Japanese could actually "crowd" Americans out of their own homes could scarcely be understood by those who have not actually lived among the little brown men. Yet it can be done and is being done now.

With the rehabilitation of San Francisco the Japanese "appropriated" one of the best residence districts in the city.

A canvass just made by the police in the district bounded by Van Ness avenue, Steiner street, Market street and the bay shows the existence of 651 Japanese.

How can the coolie drive the American from his home? This way: San Francisco has a select residence district. Suites rent from \$30 a month up. Then the Jap invasion starts. The landlord doubles, perhaps triples, the rent. The Japs pay it; the whites decline and move away.

"I am sorry to do this," apologizes the landlord to the white man, "but I am offered much more than you are willing to pay, and I do not blame you for leaving."

If the tenant calls around a month later he will find that the seven rooms in which he quartered from six to eight persons, provide "comfortable accommodations" for half a hundred little brown men, women and children. The basement will house a barber shop, laundry office and pool room. The front parlor will hold eight cots, for which \$5 per month can easily be obtained. In addition to this, the bathroom, from which the tub immediately disappears, will put up a couple of guests, and the back porch is good for several more.

Why the little brown men are coming to San Francisco in hordes is explained by the following comparison of wages in Japan and San Francisco:

| Trade.                                     | Salary in Japan. | Salary in San Fran'co. |
|--|------------------|------------------------|
| Carpenters, per day.....                   | \$.26            | \$3.75                 |
| Plasterers, per day.....                   | .26              | 3.50                   |
| Stone cutters, per day....                 | .31              | 4.50                   |
| Paperhangers, per day....                  | .24              | 3.00                   |
| Tailors on Japanese clothes, per day ..... | .48              | ....                   |
| Tailors on foreign clothes, per day .....  | .48              | 4.00 up                |
| Blacksmiths, per day.....                  | .36              | 4.25                   |

|  |      |          |
|--|------|----------|
| Printers, per day.....                 | .19  | 5.00     |
| Ship carpenters, per day..             | .29  | 4.25     |
| Compositors, per day.....              | .29  | 4.50 up  |
| Common laborers, day....               | .19  | 1.75 up  |
| Farm laborers, male, per month .....   | 1.44 | 25.00 up |
| Farm laborers, female, per month ..... | 1.20 | ....     |

The Japanese, attracted by the stories of good wages in America, goes hunting for a job the day he arrives. He will take any job at any wage offered. If he's a tailor, for instance, he will jump at \$1 a day. If he is only a common laborer, he will go into the fields or the railroad section at 50 cents a day, and feel that he is getting a small fortune.

Not alone in wages does the Japanese competition affect white labor, but in the number of hours employed. The white laundry workers receive from \$1 to \$3 per day and work nine hours, while the Japanese are perfectly willing to work from 12 to 14 hours.

*The Japanese Government has recently excluded Chinese coolies from certain of its territory because of their labor competition.*

Is it any wonder they have the plague in San Francisco? The Japanese are more to be dreaded in several respects than the Chinese or the Hindus. They realize the weak spot in the American armor in the Philippine Islands and Hawaii, both which can be had for taking the trouble to go after them. There is no division of opinion on that question. They would be the points of first attack in the event of war. The United States realizes its weakness but it lacks the back bone to acknowledge it and to take proper defensive measures that would strengthen its position.

The Japanese have pretended to be very much offended at the attacks on Japanese in San Francisco, yet Americans were assaulted in Tokyo at the conclusion of the Russian-Japanese war because the Japanese understood that Americans were responsible for their not receiving a large money indemnity. The United States accepted it as a local protest, not as a national affair. England protested against Japanese immigration to Canada and Japan agreed. There was no offense even hinted at. Japan has reserved to herself more exclusive property

rights than this country has even intimated would be reserved and no nation has protested but rather accepted the matter as properly belonging to Japan.

The country is overrun with Jap spies, or if it isn't, there are a lot of false alarms running wild. When the Jap war scare was at its height it was an open secret that the Japs in Hawaii were ready for anything that might happen. We had it from fairly good authority that Mexico had thousands of them ready to take the field for the conquest of lower California and while these propositions may all appear impossible, let it be remembered that when Japan was getting ready to attack both China and Russia that she presented the smiling face of diplomatic courtesy and offered the most friendly

assurances. In the case of China it was Oriental against his kind, but with Russia it was a nation well on toward civilization that followed the methods of civilized warfare, while the Oriental, as always, hit below the belt before declaring war.

This is what we are up against. This country might as well take the bull by the horns, or, if you like, use any other term that sounds better or more appropriate, and commence business right off, Presidential campaign or no campaign.

The same conditions that menace our working people threaten the Canadians. We ought to get together on this proposition of exclusion and let each nation take such measures as will effectually close the doors to the Asiatics.

---

## The Myth Of The Good Old Times.

---

Mr. Andrew Carnegie has again discovered something that the rest of the less unpretentious people have known for some time and it is that, we are all better off than the people who lived centuries before us were and even better off than those who preceded us by a few generations.

We have known for some time that we were better off than even those who lived and worked and worried twenty years ago, while as for the comparison of hundreds of years it is such a comparison that it is no comparison at all.

What was enjoyed by the kings of four thousand years ago as luxuries can now be almost reached by the workman who is a member of the Union, cutting out of course the jewels and fine raiment, the ponies and the ladies. Those old millionaires had to worry along without steam heat, the high ball and the up-to-date accessories that now are regarded as necessities by the average American who has raised himself up to that standard of living. But let us not overlook what the working people had at that time and then—forget it. The story is told in history of the intolerable times when it was necessary to strike for forty years because the boss would not furnish materials needed

to get out the right kind of brick. The government called out the militia, too, but Moses and Aaron won the strike.

There always were two sides to the population, the upper and lower side, with the middle class in between them both. The philosophers centuries ago used to bewail the serious conditions of the times and the reform agitators used to hold forth telling the story of their wrongs and both foretold dire calamities and the middle classes worked along between them just as they do now, carrying the burden, filling the armies and navies, the fields and the factories, and the prisons, although they occasionally had the company of the high and low in the latter places.

But, to come along down through the centuries when men slaved and were glad of the opportunity, through the early history of England, France, and Italy, when men were slaves in every sense of the word, when the laborer dared not raise his voice in protest without danger of the lash, chain, brand or the gallows, when the overlord was the power, on down through the history of our own country, when the law fixed work and wages, to the present when capital and labor are formed in opposite camps and prepared to fight it out, the dif-

ferences in living between the top and bottom crusts of society have been comparatively the same, so far as we can discover.

We are used to refer to the good old times with a feeling of reverent desire, because, aside from the question of bodily comfort, there then was a certain degree of independence attached to each free man that has been lost to him since the adoption of machinery and concentration of effort in industry. We all enjoy better living than our forefathers did, but why should we not? If we compare the living of the rich and the poor of any period with that of today there is little comparative difference. We are all better off so far as comforts go. The rich have luxuries never dreamed of by their forerunners and the workers have comforts that would have been luxuries to the rich even a century ago, but how could it be otherwise? It is the natural development of progressive mankind.

Somehow or another there is a certain set of men who have secured a strangle hold on the most of the money in the world and they stand in front of their banks and tell the rest of us what a glorious thing, for us, it is they have it. They usually take Providence into their banking firms, or industries, and refer to the partnership that permits them to lord it over the world as eminently just for the masses who have earned money over which the few hold absolute control. We witness with disgust the ostentatious piety and brass band philanthropy that mark a few who apparently have fallen into the error of believing that by hiding behind a form of alms giving so princely in its proportions as to bewilder the most of us that their sins of legitimate thievery will be overlooked and condoned. The recent defense before the bar of justice of the richest corporation in the world to the effect that, its illegal practices were right because they were successful, states the belief of all the rest of them and by all the rest of them we mean the heads of the concerns who have made their money unfairly.

Mr. Carnegie believes he is a good man. Perhaps he is, as measured from his own standard of goodness. He has peculiar theories and practices that serve to prove

his goodness. He fought the workingmen of America until he had millions secured and others well on the way and then he declared for peace. But, what a peace. His methods for securing peace are as unique as they are patient. He would not fight a striker again. Not he; it would be unchristianlike; he would starve him into submission. He believes that when men strike it is folly for the employer to try to run his business with new men. It costs too much. The right idea is to shut down until the men are starved out; then they will come back to work and peace will reign. This is the Carnegie-workman-peace plan and differs somewhat from his notion of a world-wide peace.

But Mr. Carnegie has said something again. Mr. Rockefeller held the stage for a day when he declared he was a horse harnessed to the public cart. He had Mr. Carnegie backed out of the lime light and as the great peace promoter could not well refer to himself as the ass or the ox harnessed to anything, he had to say something else and so he said this:

"The problem of our age is the proper administration of wealth, that the ties of brotherhood may still bind together the rich and poor in harmonious relationship. The conditions of human life have not only been changed but revolutionized within the past few hundred years. In former days there was little difference between the dwelling, dress, food and environment of the chief and those of his retainers. The Indians are today where civilized man was. When visiting the Sioux I was led to the wigwam of the chief. It was like the others in external appearance, and even within the difference was trifling between it and those of the poorest of his braves.

"The contrast between the palace of the millionaire and the cottage of the laborer with us today measures the change which has come with civilization, and is not to be deplored, but welcomed as highly beneficial. It is well, nay, essential, for the progress of the race that the houses of some should be homes for all that is highest and best in literature and the arts, and for all the refinements of civilization. Without wealth there can be no Mecaenas. The 'good old times' were not good old times. Neither master



nor servant was as well situated then as today. A relapse to old conditions would be disastrous to both—not the least so to him who serves—and would sweep away civilization with it.

"But whether the change is for good or for evil, it is upon us, beyond our power to alter, and therefore to be accepted and made the best of. It is a waste of time to criticise the inevitable.

"It is easy to see how the change has come. One illustration will serve for almost every phase of the cause. In the manufacture of products we have the whole story. It applies to all combinations of human industry, as stimulated and enlarged by the inventions of this scientific age.

"Formerly articles were manufactured at the domestic hearth, or in small shops which formed part of the household. The master and his apprentices worked side by side, the latter living with the master, and therefore subject to the same conditions.

"When these apprentices rose to be masters there was little or no change in their mode of life, and they in turn, educated succeeding apprentices in the same routine. There was, substantially, social equality, and even political equality, for those engaged in industrial pursuits had little or no voice in the state.

"The inevitable result of such a mode of manufacture was crude articles at high prices. Today the world obtains commodities of excellent qualities at prices which even the preceding generation would have deemed incredible.

"In the commercial world similar causes have produced similar results, and the race is benefited thereby.

"The poor enjoy what the rich could not before afford. What were the luxuries have become the necessities of life. The laborer has now more comforts than the farmer had a few generations ago. The farmer has more luxuries than the landlord had, and is more richly clad and better housed. The landlord has books and pictures rarer, and appointments more artistic than the king could then obtain. The price we pay for this salutary change is, of course, great. We assemble in the factory and in the mine thousands of operators of

whom the employer can know nothing, and to whom the employer is little better than a myth.

"All intercourse between them is at an end. Rigid castes are formed, and, as usual, mutual ignorance breeds mutual distrust.

"Each caste is without sympathy for the other, and ready to credit anything disparaging in regard to it.

"Under the law of competition the employer of thousands is forced into the strictest economies, among which the wages paid to labor figure prominently, and often there is friction between the employer and the employe, between capital and labor, between rich and poor. Human society has lost homogeneity."

From a man with his practice we expected better things, even newer ones. The final paragraphs show the real Carnegie. The others are platitudes.

We would like to know just how much real good Mr. Carnegie has done with his free libraries and free organs and—free advice. The free libraries cannot be entered by the men who made the money to build them. His church organs raise melodious praises of the blood and brawn that purchased them, and as for the free advice, it is not needed; the world cares no more for the Uriah Heeps that are "so humble" and so grinding.

How much better is the world for the palatial homes of the wealthy with their treasures of art and the refinements of civilization? Not one whit, speaking broadly. The art collection may be read about and the refinement may be referred to in general terms, but how do either make the world's living or morals any better?

The Sioux chief is as big a man in his tent as Mr. Carnegie is in his castle. His treasures are there and in the fields about him; he is comparatively as rich as Mr. Carnegie, for each has wealth according to his own standard.

The change that civilization has brought is better for the middle classes than the old way of poor house, poor food and no clothes, but the rich have prospered even to a greater degree, that is all.

Mr. Carnegie has said it is easy to tell how it all happened. He is right, but we

do not all tell it the same. He has said his say, and we point to his career as an employer of wages; to his attitude toward the labor unions that resulted in the battle of the barges in the great Homestead strike. It is true that he has said he was not there, but his hired man was, and it is difficult to understand his millions at stake and his ignorance of what was done to defend them. Today while Carnegie prates of civilization, Christianity and good-will, the United States Steel Company has forbidden its employees to organize for a chance to live.

He attributes it all to the law of competition and, he is correct, only he overlooked saying that the greater portion of the result is due to the laws that permitted discrimination and other laws that were not made for his kind. There is no comparative difference in mankind, all classes have more than they ever did, as they ought, and when Mr. Carnegie, or Mr. Rockefeller, or Mr. Farwell, or any of the others, feel they have a grievance against the rest of us because we have dragged ourselves along while they flew, let them bear it in mind that what we have is because we have been

strong enough to get it, not because they gave it to us.

But we believe Mr. Carnegie is as sincere as he knows how to be. If he were in the newspaper business he would be dubbed "Yellow," but as he is not, he may be dubbed a sentimental millionaire of many affectations, at times comparing himself to Pitt, of whom Canning said: "He lived without ostentation and he died poor." That is about as close to things as the Laird of Skibo ever gets. He is a sentimental Midas, believing he has amassed millions because Providence turned the keeping of others' money over to him and that by the same token he has the world under his guardianship. It is a Golden Calf proposition, an idol of his creation, a fanciful dream of one who has squeezed his fellow-men under a benign interpretation of Christianity and good-will that prompts him to pose as a man of millions who believes he cannot die happy unless he dies poor. In every other sense than wealth the Laird of Skibo is poor indeed and consequently ought to be the happiest of men when he is dead.

---

## The Colorado And Southern Strike.

---

Brief mention was made in the September JOURNAL of the Colorado and Southern strike. This strike was called on July 19th, for the purpose of securing the differential demanded for all of the yards in Denver and west thereof.

The adjustment of the road and yard rates at Chicago left the question of differential for yards in Denver, and what is known as the mountain territory, awaiting a final decision on the question of an increased rate. This was fixed by the B. of R. T. at 2 cents additional per hour.

The convention, which followed closely after the Chicago settlement, delayed the action of the Brotherhood in regard to the differential question, for some little time. When it was taken up, under the direction of Brother Newman, the Colorado and Southern, which had not been a party to

the Chicago conference, was the first road to meet the committees on the question.

After every means to effect settlement had failed, the men in the yards on the system were called out on July 19th. The strike was continued with the yard men only until August 3rd, when the road men were taken from the service, and the strike was complete over the entire system, so far as the train and yard men were concerned.

On August 13th a meeting was arranged between the representatives of the Colorado and Southern, the Rio Grande and the Union Pacific and our organization, at which time the strike was declared off, effective 7 a. m., August 14th, 1907, and until the action of a conference between all the roads in the territory and the B. of R. T., further determined our course.

The agreement to call off the strike in-

cluded the return of every man to the service who had left it, the dismissal of every "scab," who had gone to work during the strike, and the understanding that the representatives of all of the roads in that territory would meet with the representatives of our organization and endeavor to effect a settlement.

This meeting was held on August 20th, and resulted in an increased rate of one cent per hour being allowed, and the submission of the remaining one cent per hour to arbitration. Honorable E. E. Clark, Interstate Commerce Commissioner, was selected as the sole arbitrator, and the question was placed before him on September 14th by Mr. E. T. Hurley of the Santa Fe, representative for the railroads, and by Grand Master Morrissey, representative for the Brotherhood.

At the time of going to press the decision has not yet been made public. The Colorado and Southern strike, we think, was the most remarkable one that has ever occurred in this country. Every member of the organization, and a number of the employes who were not members, went out when the time to leave the service was announced. Not a single one of them deserted the organization and returned to service until the adjustment was effected.

The loyalty of the men to their organization, and to the principles that led up to the strike was remarkable, and the friendship of the public, generally, for the men

was conclusive evidence that their sympathies were with them in their demand for better wages.

Very many instances occurred during the strike that went to prove the sympathy of the people for the men. While the JOURNAL very much regrets that it was necessary to appeal to the court of final resort to enforce the demands of the Brotherhood, yet, it was absolutely necessary, under the circumstances, and was the only thing to do.

The strike, as it was conducted by the organization, was a revelation to the people of Colorado, who were under the impression that an affair of the kind could not be carried on without disorder. The men were law-abiding in every sense, and gave no occasion for an appeal to the state authorities.

The organization has made thousands of friends in the state, and, altogether, the effect of the strike will be for the general betterment of the men themselves, and will also give the public, generally, a more favorable idea of our organization. The tribute paid to Mr. Clark, in selecting him as the sole arbitrator, was one of the highest compliments that has ever been paid to a man occupying a similar position.

Whether the result of the arbitration will be for or against us we are quite ready to express our entire confidence in the fairness of Mr. Clark.

## Things Doing.

**Indian Coolies In America.** Some time ago, the JOURNAL called attention to the immigration of coolies from India into Canada. Quite recently they came down into the western states, as far as central California, where they are employed as section hands and in other like occupations.

The introduction of this low class of Asiatic labor cannot be viewed with any degree of complacency, because it simply adds to the burden of cheap labor that

threatens the Pacific coast first, and, in time, the entire United States.

The Indian coolie is able to live cheaper than his Chinese or Japanese co-worker. The agitation on the Pacific coast for the exclusion of all Asiatic low class labor will in time be taken up by the entire country, as a matter of necessity, if the average standard of work and wages is to be maintained for the American workman.

The first note of protest against the Hindu coolie was heard at Bellingham, Wash-

ington, on the night of September 5th, when a general uprising occurred against the Hindus who had been employed at the mills to take the places of white workmen.

The Hindus were roughly handled before the police could come to their rescue, but finally they were taken to jail for protection. The employers the next day offered to re-employ them and give them full protection, but it is said many of them returned to Canada.

This is a serious question, not alone because of the protest of force but because it promises to entangle us in another international argument over the rights of cheap laborers. The Hindus are British subjects, under the protection of that government, and as such are entitled to the same consideration as the subjects of the most favored nation.

There is one thing absolutely certain and that is, if the working people of both Canada and the United States expect to keep out Asiatic cheap labor they will have to say they want it done and say so in a manner that will carry some weight with it.

There is no use in any man saying, "There is no need for my worrying over this question; no Asiatic can ever take my job." The Asiatic may never take that particular job, but he will get another man's job who will try for the job that looks so secure. And, all the time the fight will be toward lower wages, lower wages, until the white man will tie on his breech clout, eat his little mess of curry and lead his wife and children from their shack to their daily toil. Looks good, doesn't it? Who ever thought a Jap would be a brakeman on a mountain road?

The demonstration against the Hindus is not a question that will be settled by saying that the whites were wrong. There is a principle behind it that has the sympathy of every white man, who is white, in this country, and while we may admit that the method was wrong, we cannot lose sight of the reason, which was a protest against laying down their right to live as they have learned to live.

The protection of American workmen must be carried to the extreme of forbidding the admission of Asiatic labor from any country. There is no way to insure

peace or living conditions until we take a stand against coolie labor in general and accept the responsibilities whatever they may be.

---

In view of the fact that in the past forty-five years we have received and partly assimilated more than 18,000,000 immigrants and that in the past eight years we have received more than one-tenth of this entire number, the manner in which the people of the country have maintained wages is remarkable.

Under so great a competitive labor pressure the ordinary trend of wages, under natural conditions, would have been downward, but there has been so much development in industry, with increased work for laborers, and the continued progress of labor organization with standardized wages that the tendency has been upward. In the unskilled and unorganized trades wages have not advanced, as a general proposition, for the past fifteen years, but up to that time wages generally increased. There are certain employments, however, that are included in the unskilled trades which have profited within the past two years and that assist materially in bringing up the average statistical increase in wages.

Compared with purchasing power, it appears that wages have not much more than held their own for several years and as matters now look, there will be a decided tendency toward a lower rate if increased immigration is not carefully regulated and every precaution taken to insure a good class of immigrants whose ideas and methods of work and living will come somewhere close to what we are pleased to regard as our standards.

The forceful protests on the West Coast of the United States and Canada are ample evidence that the people are aware of the dangers to them that accompany immigration of a low order of living. The right to live as one has learned to live is one that will not be surrendered without vigorous protest, but the danger is not all on the West Coast by any means.

The great problem is with us everywhere and it is up to the people who appreciate the dangers of low class competition to advise

those who do not realize what the question means. Let there be concerted action in the effort to keep living, work and wages on the upward path rather than toward the European standards from which millions have fled, only to bring their poor conditions along with them to the danger of the rest of us.

Any other country laboring under the load of immigration that has come to us in the past five years alone would have been entirely changed in its economic aspect. That ours has not been is due to the reasons herein given, namely, exceptionally great development in industry and the progress of labor organization.

---

The press announces that Speaker Cannon and the Administration are agreed that the coming session of Congress will not do much aside from passing the appropriation bills. The obvious reason being that the record of the party in power is sufficiently good to carry it through the coming campaign and it would be unwise to take risks of giving offense by enacting legislation that would not suit everybody.

With all due courtesy to the men "who got it up," this Presidential campaigning is a nuisance generally to the business interests of the country. It has to be gone through with periodically and a great part of the time of the men who are supposed to sail the Ship of State is given over to boosting certain men and certain parties for jobs as captains while the ship and the sailors can take their chances of going on the rocks.

We are now commencing to feel the effects of the campaign. Men commence to wonder if there is a chance for a change in certain arrangements that affect their business. Legislators are not inclined to legislate because some one might be offended and we are therefore going to hold off for exactly one year and a half before we again take up legislative action as a serious business.

There is no country on earth except this one that could stand for such an eternal tearing up, but thanks be to a kind Providence, and a country rich in natural resources, we have stood it and will keep on

standing it, but, why worry when the Trusts have increased prices 40 per cent as against a wage increase of 17 per cent? We are prosperous.

But Congress will loaf; it will dodge questions, fill the Congressional Record with campaign speeches, and the work will hang over until the election danger is passed.

The country needs saving by legislation rather than by another election. There are questions that ought to receive immediate attention. Coast defense, immigration, exclusion of Asiatics and all other undesirables, labor protection and many other matters are too important to pass for another year, yet we are told in advance there will be nothing doing. No interests will be antagonized. Could there not be a certain amount of opposition raised once because of what has not been done?

---

And, Alabama has acknowledged the error of her laws regulating child labor and corrected them. She no longer stands as the horrible example of the States in the use and abuse of child labor. Her legislature has enacted a law raising the age limit for night work from thirteen to sixteen years; it limits the hours of night work for children under eighteen years to eight hours; it reduces the hours of work for children under fourteen years to sixty hours a week, and it takes away the right of a parent to allow a child of ten to work for the support of that person, even if claim of necessity is presented.

The right to work a child of ten to provide a living for his parents was thought to have created very many imaginary disabilities in lazy parents who were willing to live from the earnings of their small children.

Alabama has done right well and, as it is the beginning of the work of reform in child labor, the best of results can be looked for as the necessity for taking the burdens that rightfully belong to society from the shoulders of the children are noted and appreciated.

To Mr. Edgar Gardner Murphy belongs much of the credit for the enactment of the

measure. He argued in the name of humanity; he asked the legislature if the mills of the State depended on inhuman conditions; he declared that if the railroads of the State were not to be allowed to write its laws that the factories of the State should not be allowed to write them. He made a powerful plea for the measure and among other good arguments he said:

"If you, gentlemen, remain indifferent and inactive, four years, it may be, will intervene ere another opportunity for legislation may be found. That will be the day of *other* children; the opportunity to help *these* children is here today; it cannot return; it will pass with them and with you. They have no votes; but you, gentlemen, are *their* legislature, too. You are the only legislature to which they can ever look. Should you wrong them by your neglect, I do not say, I would not dare to say, that they will accuse you; but I think I may say that in that event, at your heart of hearts, the chief boon you will ever ask of them is that they will forget you. And when a strong man must ask that gift at the hands of a child, it means that he himself is likely always to remember."

The answer of the legislature is a law that betters conditions and starts the mills and factories of Alabama upward in the work of protection for child labor.

The principal objection to the several forms of "involuntary" relief has been that the employe paid to a fund for his protection which did not protect him, but, to the contrary, if he accepted the benefits for which he paid, the acceptance operated as a bar to his bringing suit for recovery for damages received in the service.

This meant that he contributed to a fund and if he received benefits he gave up his right to recover for injuries received while an employe who did not accept benefits, even after he had paid for them, could bring suit.

The man who paid assessments to such an insurance proposition thereby really created a defense fund for his employers and merely a questionable form of insurance protection for himself.

There have been several attempts made

to overcome this plan of insurance and up to this time all have failed. The national Employers' Liability Bill has a clause that covers the matter and takes away from the employing company the rights of the old time contract. It hands back to the employer whatever amounts have been paid during disability from whatever sum may be awarded as damages. This is by no means an ideal law, but it is the nearest we have been able to come to the question, and even that is waiting for a Supreme Court decision to say whether it will be law.

Florida has given us a decision saying that a man can bring suit and recover even though he has entered into one of the relief contracts and accepted benefits. It is quite proper, too, for when a man pays for insurance he ought not to be required to agree that as soon as he gets that for which he has paid, he releases his employer from all liability. There are two questions involved and in effect they are far apart. The Florida judgment is thus reported to the JOURNAL:

"The Supreme Court has just handed down the most lengthy opinion in its history, perhaps, in which it is declared that the contract entered into by employes of the Atlantic Coast Line in accepting benefits from the relief and hospital department maintained by the road through the contribution of the employes does not constitute a bar to action against the road for personal injuries.

"The opinion is written by Chief Justice Shackelford and is concurred in by Justices Hocker, Whitfield and Cockrell. Judges Parkhill and Taylor filed dissenting opinions.

"The point of dissension was that the employe in accepting benefits from the hospital and relief department made a voluntary election between relief in that manner and legal action. The dissenting judges held that the contract of itself was not a bar to legal action, but that the subsequent acceptance of money, without regard to the amount, did bar the privilege of seeking damages.

"The case came up from Jefferson county, Robert Beazley, a flagman, having been awarded \$20,000 in a suit against the Coast

**Hospital Relief  
No Bar.**

Line for injuries that made him a chronic cripple. He was taken to the company's hospital and treated when injured, the record showing that he received upwards of \$100 in benefits from the hospital and relief department. This was pleaded by the company as a bar to further action on the part of the plaintiff."

The Chicago *Daily News* of August 9th, 1907, furnished the information that a railway correspondence school about to be opened in Chicago by Maurice A. Schwab alias F. S. Mordaunt, would be carefully watched by the police, and raided on the first formal complaint received by the police department.

The promoter has a police record, which reads as follows: "Maurice A. Schwab, alias Frederick Mordaunt, 50 years, born in the United States, of German parentage, 5 feet, 7 inches. He is one of the greatest swindlers in the country, and is well known in New York, Boston, Baltimore and Chicago. May 16th, 1882, he was sentenced to three years in Sing Sing, by Recorder Smith, in the court of general session, on the charge of swindling young girls out of hundreds of dollars, by promising them positions on the stage." He has been at the head of several short-lived concerns in Chicago, and, at present, is at the head of the railway correspondence school.

The Chicago *Daily News* inquired from a number of railway managers in Chicago concerning him, and was assured that they had never heard of Mordaunt's school. The same authority states that the Traffic Manager of the Clover Leaf Line is quoted as having said that "he is much interested in the new school, and that it is a good proposition." He said that men who are graduated from it will be able to secure positions. "Mr. Mordaunt is simply working on a salary," he said. "I have known him for many years, and have heard about his record before. It does not impair my belief that he is a good man in his present position."

The JOURNAL does not know anything concerning this new correspondence school

except what has been quoted as coming from the Chicago *Daily News*. It, however, ought to be of sufficient interest to warrant our readers in exercising due care before investing anything in it.

In taking up the question of correspondence schools, the JOURNAL does not want to be misunderstood as opposing such schools as are of real benefit to the student, who desires to take advantage of all of the educational opportunities offered. It is the schools that are started for the purpose of working the students for what there is in it, and for the further purpose of stocking the market with railroad employes, who will be used to take the places of the regular employes, if they should decide to leave the service.

The United States has again learned the futility of attempting to do something in its own way for a people who do not understand the meaning of it.

The first election passed off in the Philippines as might have been expected. The ones who voted did so feeling that this Government had no business in the Islands and showed their full and hearty contempt by electing revolutionists to office and if the members of the new legislative body have the courage of their representations they will at once demand the withdrawal of American troops from the Islands and complete independence for the Philippines.

As soon as the election was over the secret revolutionary societies came out in the open, the public press came out defiantly for rebellion while revolution was preached at public meetings.

The right to vote given them was accepted as a sign of weakness on the part of the United States. The plans of government that are acceptable to the nations of Europe and this country are not understood by the people of the Orient. The countries that have been under European rule for years have not accepted such rule and how could it be expected that the Philipinos, half breeds, Malays and Lascars ever could understand civilized methods of government after ten years of partial operation?

# NOTES

WANTED.—To know the whereabouts of Brother W. J. Sullivan. Business of importance! Address Financier of Lodge No. 365.

\* \* \*

WANTED.—To know the whereabouts of J. B. Sands. Last heard from at Green River, Wyo. Address Secretary Lodge No. 449.

\* \* \*

WANTED.—Will R. J. Levis, last heard from in Gallop, New Mex., write to his brother William, at 714 Wiley Avenue, Pittsburg, Pa.

\* \* \*

WANTED.—To know the whereabouts of Brother H. A. Shields, of Lodge No. 449; last heard from at Walsenburg, Colo. Very important! Notify Secretary of Lodge No. 449.

\* \* \*

WANTED.—To know the whereabouts of Nathan Mackes; last heard from at Ashtabula Harbor, Ohio. His mother is very anxious to hear from him. Address Mrs. David Mackes, Renovo, Pa.

\* \* \*

## INFORMATION WANTED.

A suitable reward will be paid for the address of J. T. McKernon, a boilermaker. Important news awaits him. Address all information to M. J. Kilroy, New York Life Bldg., Kansas City, Mo.

\* \* \*

WANTED.—To know the present address of H. E. Estes, who formerly worked for the A., T. & S. F., out of Raton. Last heard of he was in Las Vegas, New Mex. Address Financier Lodge No. 221.

\* \* \*

WANTED.—To know the whereabouts of Fred Gilliam, a boy about fifteen years of age; weight 115 pounds, has scrofula scar under right lower jaw, square build, and blue eyes. If seen, take him up and wire, H. M. Gilliam, No. 1619 Walnut St., Kansas City, Mo.

\* \* \*

## YOUNGSTOWN, OHIO.

James Harvey Lodge No. 21 is in splendid condition, and admitting new members. Our records show that we have made splendid progress since January 1st of this year. There are a number of new members in sight, and everything is coming along very satisfactorily.

\* \* \*

P. S. STRACHAN.

## LABOR IN MEXICO.

The native Mexican laborer is found unsatisfactory for the reason that he takes an excessive number of holidays regardless of other considera-

tions. Out of 365 days of the year, 131 are said to be either obligatory or traditional holidays, consisting of 52 Sundays, 52 saint Mondays, 15 solemn feast days, three holy days, three national feast days, and six family feast days. The solution of this labor difficulty seems to be found in the employment of Japanese who are ambitious and capable and who are inclined to marry and settle permanently in the country. About 1,000 Japanese laborers have already been brought into Mexico and 2,000 more are shortly to be introduced, the latter largely for railway work, at wages of \$1.50 (Mexican) a day.—*Daily Consular and Trade Reports No. 2709.*

\* \* \*

## HAMILTON, ONTARIO.

Everything is progressing nicely in this locality; everybody is working steady, and we are getting new members at every meeting. I hope the 100,000 mark is reached by December 31st.

Yours in B. L.,

L. L. KELLY,  
Agent Lodge No. 226.

\* \* \*

I beg to acknowledge receipt of my Lady's "Queen" watch, for which I want to thank you. I have had perfect satisfaction with my B. R. T. Standard watch, and my wife is very much pleased with hers. My Chart shall also receive a prominent place in our home. I would like to see every brother in our lodge have one.

Fraternally yours,

R. M. LOMAX,  
257 West St., Ashtabula, O.

\* \* \*

## KANSAS CITY UNION MEETING.

Arrangements have been made to hold a union meeting of all lodges within the territory adjacent to Kansas City, on Thursday, November 21st, at 2 P. M., at 1330 Grand Avenue, and at 8 P. M., the same date, a grand ball will be given in Convention Hall. Grand Master P. H. Morrissey will be here to address the meeting and incidentally lead the grand march. The "boys" will please sit up and take notice.

\* \* \*

LABOR DAY QUEEN—SAN ANTONIO, TEX.—Sister Pfannkuche, of San Antonio, Tex., was elected Queen of Labor Day, over a number of competitors. In addition to the honor of being elected Queen of Labor Day, she was awarded a fine gold watch, which was one of the perquisites of her reign.

The members of the organization were very much pleased over the contest in which more than 70,000 votes were cast.



WANTED.—To know the whereabouts of Ed. Osborne, who worked for the B. & O. R. R. at Staten Island, N. Y., as a brakeman during May and June, 1906. He was witness to an accident that happened at Cranford Junction, N. J., May 24th, 1906, to N. T. Donegan. His evidence will very much assist in the trial, which will come up in November. Anyone who can assist in locating Mr. Osborne will please advise N. T. Donegan, No. 77 Montgomery Ave., Tompkinsville, N. Y.

I desire to thank you for the splendid little "QUEEN" Watch that I received for sending you yearly paid subscribers for the Trainmen's Journal. I think that is enough to make a member of the B. R. T. work hard for the Journal.

My wife was so delighted with the Watch that she showed it to every one that she knew that lives close to us.

Yours fraternally,

H. F. Vollmer,  
Lodge No. 482.

#### QUESTIONS AND ANSWERS.

This is the title of a book issued by the *Train Dispatchers' Bulletin*, Toledo, Ohio, and sells for \$1.50. The purpose of the book is to furnish authentic information on train rules and train orders. The work contains questions with their answers in the Standard Code, and all of the rules of the American Railway Association on doubtful points, together with questions submitted to that body on train orders and their answers. It is intended to assist in the examination for promotion.

#### NEW LONDON, CONN.

Lodge No. 496 is doing business at the same old stand, and the initiation ceremony is full of ginger, and, therefore, very interesting to all who participate in it.

The brothers who prefer to remain away from the meetings are requested to please come up, and if there is anything to say concerning the work of the lodge, to have it out in the lodge room, where all inquiries can properly be answered. I think this would be much more satisfactory for all of us, and would do away with a great deal of the street corner gossip that appears to be so unnecessary.

SHORTY.

NEWARK LODGE No. 219.—On Wednesday evening, September 11th, this lodge celebrated its twentieth year of existence by a very appropriate ceremony. There was a large delegation present from Manhattan lodge, Ladies' Auxiliary of this city. There was a large turnout of the "boys" and their friends and relatives and a general good time was had. This old lodge has passed through many changes during these twenty years of her existence and there was a sprinkling of the original members present on this occasion. We are still taking in candidates and are doing good work in the field, but our only drawback is the

non-attendance of members to the meetings. Brothers, let us wake up to this fact. Our places as good Brotherhood men is at the meetings and to help run the meetings. Now, as the summer is about over, let us take new courage and make a desperate effort to attend at least one out of the two meetings we hold. Next month I will furnish an illustrated article which will interest many of you.

A. M. DOUGLAS.

#### EAST BUFFALO, N. Y.

Lodge No. 417 is in a very prosperous condition. Members are being admitted at every meeting, and there are now almost two hundred on the roster. We are making our initiation ceremony very interesting, and we hope it will prove attractive enough to bring all of our brothers up to the meetings.

Brother A. M. Merritt, of Lodge No. 639, recently found a pocketbook containing about five thousand dollars in cash and a number of valuable jewels. The money and jewels were returned to the owner intact, and Brother Merritt received many thanks and a substantial reward.

I am glad to say that Brother Merritt is a sample of the membership of our organization.

IRA D. PRINDLE,  
Secretary Lodge No. 417.

#### CANADA'S SUNDAY LAW.

The act provides that it shall be unlawful on Sunday to engage in any public game or contest for gain, etc., or to be present at any performance or public meeting, elsewhere than in a church, at which a fee is charged, or to run, conduct, or convey any excursion on which passengers are conveyed for hire, or to advertise any performance or to bring into Canada for sale or distribution or to sell or distribute on "the Lord's Day" any foreign newspaper or publication classified as a newspaper. The act also provides that every corporation which directs, authorizes, or permits its employees to carry on any part of its business on that day shall be liable to a fine, but nothing shall prevent the operation on Sunday of a railway for passenger traffic when the company has been incorporated by legislative authority.

#### OUR WOMEN JOURNAL AGENTS.

The JOURNAL has been exceptionally favored this year through the assistance given it by a number of its women friends. Previous to this year, we have had very little assistance from them, but this year we have been favored, and we appreciate the assistance very much, indeed.

The JOURNAL is perfectly satisfied that if our women friends could be persuaded to take up the subscription work, we would soon have a splendid outside circulation. As a rule, the women make most of the purchases for the household, and, consequently, are acquainted with a number of the business men of their city. It is practically an easy matter for them to ask the concerns with which they spend their money to reciprocate in a small way.

It is to be hoped that more of our lady readers will come to the assistance of the JOURNAL, and do what they can to further our Subscription Department.

The list of prizes offered for subscriptions ought to be inducement of itself to urge everyone to do what he can to increase the circulation of the JOURNAL.

\* \* \*

#### LIFE'S PANORAMA IN NEW YORK.

The whirligig of life in Gotham is so rapid that it seems impossible to check the pace. One must go with the crowd or be trampled on. To show just how people and things keep on the go the *Tribune* summarizes the daily round in these short lines:

Every 40 seconds an immigrant arrives.  
 Every 3 minutes some one is arrested.  
 Every 6 minutes a child is born.  
 Every 7 minutes there is a funeral.  
 Every 13 minutes a couple get married.  
 Every 42 minutes a new business firm starts up.  
 Every 48 minutes a building catches fire.  
 Every 48 minutes a ship leaves the harbor.  
 Every 51 minutes a new building is erected.  
 Every 1¼ hours some one is killed by accident.  
 Every 7 hours some one fails in business.  
 Every 8 hours an attempt to kill some one is made.  
 Every 8½ hours some couple is divorced.  
 Every 10 hours some one commits suicide.  
 Every 2 days some one is murdered.

\* \* \*

BELLEVUE, O.—Nickel Plate Lodge No. 54 recently held a big Union excursion at Cedar Point. The business men in the city closed down, and the entire town joined with the lodge on its excursion.

The excellent standing of the railroad men has been brought about by the different railroad organizations, the teachings of which lead men to be better citizens and considerate of the rights of everybody.

It is gratifying to know that the Congressmen are paying attention to the requests of railroad employes, and it is also gratifying to know that the same employes are not losing sight of the actions of their law makers.

The railroad organizations have the respect of all fair business men, because they appreciate the value of their contracts. It is well for our men to remember that during the time of peace is the time to prepare for war, for it is safe to say that the other side is never losing sight of that fact.

A little unpreparedness on our part will go a long way sometimes to take away from us many of the fair conditions we have secured.

\* \* \*  
 ONE OF THE BOYS.

#### FATAL INDUSTRIAL ACCIDENTS IN GREAT BRITAIN, 1906.

The number of deaths from industrial accidents reported in the year 1906 was 4,111, a decrease of 278 as compared with the year 1905, and slightly less than the average for the five years 1902-6.

The decrease of 278 was almost entirely due to a decline from 1,525 to 1,200 in the number of deaths of seamen; fatal accidents to railway servants, and in factories and workshops, considerably exceeded the numbers for each of the two preceding years.

Out of every 10,000 workpeople employed, about six (i. e., about 1 in 1,600) were killed by industrial accidents in the average of the five years 1902-6. The highest death-rate was among seamen (53 per 10,000); and the death-rate of seamen in sailing vessels is three times as great as even this high ratio. The accident death-rate among seamen is five times as high as the average of the next three most dangerous occupations, mines (12.82), quarries (10.83), and railway service (7.77). On the other hand, the ratio for non-textile factories falls to 2.25 per 10,000, and that for textile factories 0.71 per 10,000.—*The Board of Trade Labour Gazette, March, 1907.*

\* \* \*

CITY POINT LODGE No. 507.—Thirty members of No. 507 left Boston September 7th by boat for Portland, Maine, to spend Sunday with Lodge No. 82. The boys had a big time on the boat, and at 7 a. m. were met by a committee from No. 82, who escorted us to their hall, where some light refreshments were served, after which we all went to breakfast. We had a trip seeing Portland, and at 1:30 p. m. Lodge No. 82 opened their meeting. We were agreeably surprised in the manner of which the initiatory ceremony was rendered. We are pleased to say that No. 82 has as efficient a staff of officers as any lodge of the Brotherhood. At 6 p. m. a banquet was served. Remarks were made by many of the brothers. We were escorted to the boat by members of No. 82. We were greatly pleased at the hospitality extended to us by Lodge No. 82, and expect a return visit at no distant day. Visitations of lodges should be encouraged, as they are beneficial in many ways. Lodge No. 507 is in a prosperous condition with about 330 members, and we expect a large increase before 1908 on account of the six months' clause. Business is good on the Plymouth division of the New Haven and all the boys are happy. As the cool weather is coming on now, we shall expect a better attendance at our meetings.

Fraternally yours,

CHAS. B. BERGER, Agent.

\* \* \*

#### LOST!

The following articles herein mentioned as lost, if found, will please be returned to the Financier of the lodge of which the loser is a member:

H. Kastens, Lodge No. 83, case containing receipts.

J. J. Reagan, Lodge No. 218, case containing receipts.

J. H. Redden, Lodge No. 870, receipts, case and service letters.

G. W. Hardy, Lodge No. 195, case containing three years' receipts.

H. H. Laudess, Lodge No. 633, B. R. T., W. O. W. and K. P. receipts, R. I. annual.

H. E. Leavitt, Lodge No. 496, B. R. T. receipts up to September, 1907, also Masonic receipts, K. of P. receipts and other papers.

E. J. Adams, Lodge No. 132, pocketbook containing B. R. T. receipts and O. R. C. receipts for last half of 1907, also B. & O. annual pass.

W. J. Harman, Lodge No. 373, receipt case containing receipts from January, 1907, up to and including September receipt, also traveling card.

John Chitty, Lodge No. 696, receipt holder with two years' receipts, also wife's auxiliary receipt. The brother offers a reward for the return of the above.

L. Johnson, Lodge No. 577, large leather wallet, containing B. R. T. receipts, from March to August, 1907. Also insurance papers, annual passes, A-1193 Q. O. & K. C.; B-4233 R. C. S.; 218 L. R. & N. Ry.

George H. Evarts, Lodge No. 143, coat, containing receipts from January 1906 to August 1907, with clearance papers from the Frisco, the Missouri Pacific and the Rock Island, also pass from Buffalo to St. Louis.

### New Journal Prizes.

The JOURNAL wants to get the largest circulation of any publication of its kind and for that purpose it has revised its list of subscription prizes in the hope that the new offers will prompt our brothers and sisters to renewed efforts to get subscribers.

Now no one need work for nothing, for we offer a prize for one subscription. This prize is not a house or lot, nor even a pony and cart, but it is a good B. R. T. pin that retails for 50 cents and it is about as good an offer as we can afford to make for subscriptions received. Then we have other pins we offer for 3 subscribers; others we offer for 4 and 5 names and we have two Auxiliary emblems we offer, each for 5 and 10 names, the latter with the name of the owner engraved on the bar. We have all kinds of rings running from 15 names to 30 names. Two of them are lady's rings, one of them is a signet ring with monogram engraved to order and the others are B. R. T. emblem rings. These are about the best we ever secured for prizes. The designs are new, very pretty and the values are good.

We also have a new B. R. T. cuff button we offer for 10 subscriptions, and there are B. R. T. charms we offer for 5 to 10 subscriptions. These values are excellent.

Our watches are of the well established, high grade kind that stand for themselves and need no recommendation. Ask your delegate to the Atlanta Convention what this lot of watches looks like. The same watch is offered for subscribers as follows: The B. R. T. Standard for 75 names; the Lady's Queen for 30 names, and the Commercial Standard for 35 names. This comes very close to returning a dollar in prize values for each dollar received in subscriptions, and who is there that can make an honest offer that can come anywhere near it?

In addition we offer to the subscriber a good, readable monthly publication, attractively pre-

sented and filled with entertaining, instructive matter that will be of some interest to every one who reads it. It is the purpose of the JOURNAL to contain something of interest to every one who opens it. No publication is read from cover to cover because not all of it is of interest to the reader, but we try to arrange our JOURNAL so that something in it will appeal to each reader. This is a good fair offer to the subscriber; it is not a charitable proposition by any means. We want everybody to have the JOURNAL and we will do our best to give each subscriber a fair return for his investment.

We want every Brotherhood man and woman to take up this work for us. Will not each one of you help us a little? If you do we will be helped a wonderful lot.

Look at our advertising pages for our list of new prizes and offers that range from a prize for one subscription to a fifty-dollar watch for seventy-five subscribers.

• • •

### Boycott Not Un-American.

Good for the Emancipation of the Oppressed in Olden Times and Still Good for Mankind.

Whenever a "We Don't Patronize" circular is issued by a labor organization members of the Manufacturers' Association and the Citizens' Alliance, and anti-unionists generally fulminate to the bursting point, that such a procedure is "un-American," hostile to the principles upon which our liberties are grounded," and other such Fourth of July patriotic platitudes. They seem to think that the boycott came in when in 1880-'81 an organized system of social and commercial ostracism was employed in Ireland in connection with the Land League and land agitation.

But while the system took its name from Captain James Boycott, a Mayo landlord, against whom it was first put in force in Ireland, it was over 100 years old when the redoubtable captain began to feel how effective it could be made, and strange as it may seem to those who now deprecate it as an invention of "Wild Irishmen," it is as much an American institution as Bunker Hill monument or "Old Glory" itself for that matter.

If we read aright, the Massachusetts colonists, in 1774, because of the tax, would drink no tea, and even resorted to violence, in tipping 343 chests of the herb into the harbor, so that those who would not agree to the boycott might have no opportunity to violate the implied "We Don't Patronize" ukase.

But the boycott in respect to the tea was only the beginning. General Gage, who was made governor of the colony after the tea-dumping episode, undertook to fill the marshy expanse, known as Boston Neck, in order to unite the town with the main land, but he could not get a laborer to work for him, no matter what wages he offered, even though the fact is that Boston harbor was closed and the streets of the town were thronged with workmen idle, hungry and penniless.

These are the exact words of history and it will be seen that the methods so much in favor by labor organizations today were learned by them with the other good things, our boasted free American institutions have to offer for the amelioration of citizens. These methods were good in the old days to lay the foundation of this "great and glorious republic." They proved effective and eventually successful, and if good for the sires of the republic why not equally good for their sons? If the boycott was a thoroughly honorable weapon toward securing American independence, why is it not equally as honorable a weapon toward securing the emancipation of American labor?—*Ex.*

• • •

## Business Subscribers Received For August

Under this head the JOURNAL will print once the name, business and business address of each business firm, or, of each person in business for himself, or, representing a business firm as its agent who subscribes for one year. The idea is to inform our readers who among their businessmen have subscribed and to recommend to them the fairness of giving their patronage to those who have patronized the JOURNAL.

### ASHTABULA HARBOR, O.

Received from W. O. Harper, Lodge No. 84:  
C. R. Stahre, Groceries and Provisions, corner Lake and Hubbard.

Adam Hardware Co., 227 Bridge.  
N. Kassouff, Tobacco and Confectionery, Bridge.  
Globe Clothiers, 36 Spruce.  
Joe Mirabell, Boot and Shoe Maker, 181 Bridge.  
The Two Guys, Shaving Parlor, 101 Bridge.  
J. G. Turner & Co., Druggists, Bridge and Hurlbut.

Max Karpel, Furnishings and Shoes, 33 High.

### DODGE CITY, KAN.

Received from F. L. Dickinson, Lodge No. 96:  
The Zimmerman Hardware & Mfg. Co.  
S. T. Williams, Millinery and Variety Store.

### LA JUNTA, COLO.

Grant Harbour, Gents' Furnishings, Clothing, Shoes, etc.

### TEXAS.

Received from Mrs. Bob Howard:

### WICHITA FALLS.

T. C. Thatcher, Cashier Farmers' Bank and Trust Co.

R. F. Simpson, Druggist.  
G. E. Davis, Furniture.  
W. F. Jourdan Furniture Co.  
Smith & Haley, Palace Meat Market.  
J. A. Burton, Broom Maker.  
Robert L. Miller, M. D.  
City National Bank.  
C. B. Montgomery, Wichita Plumbing Co.  
W. L. Dilhard, Manufacturer of Candies.  
Cobb, Marlow & Huey, Real Estate.  
J. L. Stephenson & Co., Wichita Falls Land Agents.

### GALVESTON.

E. L. Levy & Co., Men's and Boys' Outfitters.

### DALLAS.

J. S. Mayfield Lumber Co.

### AKRON, O.

Received from Mrs. Otto Stoll:  
The Philadelphia Dental Parlors, 30 S. Main.  
Jno. Seiler, Proprietor The Montana, 318 S. Main.

### HOULTON, ME.

Received from T. Crothers, Lodge No. 393:  
E. F. Keating, Restaurant, 71 Main.  
John Deacy, Hardware, 22 Bangor.  
F. Blethen, Retail Jeweler, Watches, etc.  
Times Publishing Co., Chas. H. Fogg, Mgr.

### MARQUETTE, MICH.

Received from Walter La Plant, Lodge No. 10:  
Ormsbee & Atkins.  
Hager Bros. Co., Ltd., 118 S. Front.  
Schock & Hallam.

### TOPEKA, KAN.

Received from Self:  
A. A. Graham, Attorney-at-Law, 517 Kansas avenue.

### WASHINGTON, D. C.

Received from H. West, Lodge No. 484:  
McChesney & Joachim, Druggists, 2nd & F, N. E.

O. J. De Moll & Co., Pianos, 1231 G, N. W.  
I. Newman, Hats and Men's Furnishings, 1233 Penna. avenue, N. W.

People's Pharmacy, 824 7th, N. W.  
Modern Drug & Manufacturing Co., 7th and E, N. W.

S. T. Stoll, Pharmacist, 505 Penna. avenue, N. W.

O. Goodwin, Jeweler and Watchmaker, 489 Penna. avenue, N. W.

E. L. Pettit & Co., Clothing, 7th and I, N. W.  
T. P. Cully, Kimball Pianos and Organs, 523 I, N. W.

Beiber-Kaufman Co., 901-909 8th, S. E.  
H. Abramson, Men's and Ladies' Outfitters, 1012 7th, N. W.

H. Dodek, Credit Clothing Store, 1014 7th, N. W.

W. S. Toppan, Jeweler and Optician, 803 G, N. W.

Geo. Goldberg, Union Hatters and Furnishers, 463-465 Penna. avenue, N. W.

Glasgow Woolen Mills Co., Tailors, 615 Penna. avenue, N. W.

### ALLENTOWN, PA.

Received from F. A. Michael, Lodge No. 346:  
J. Daly, Hotel, 616 Hamilton.

### ATLANTA, GA.

Received from R. E. Bransford, Lodge No. 302:

Eiseman & Wiel, Men's and Boys' Outfitters, 1 Whitehall.

Goodyear Clothing Co., 51-53 Whitehall.

Marcus Bros. Clothing Co., 8-10 Peachtree.

Seiples Son, Builders' Supplies and Coal, 33 N. Broad.

Jackson & Wessell, Drug Store, 28 Marietta.  
Easic Bros., Clothing, Furnishers and Hatters,  
26 Whitehall.

#### INDIANA HARBOR, IND.

Received from E. M. Bedson, Lodge No. 731:  
Indiana Harbor Lumber & Coal Co.

#### CONEMAUGH, PA.

Received from W. B. Goughnour, Lodge No.  
386:

W. S. Hosterman, Restaurant, Cigars, Maine.  
F. B. Custer & Bro., General Merchandise,  
Greene.

J. L. Replogle, Cigars and Tobacco, Greene.

Cyrus Davis, Druggist, First.

Plummer & Adams, General Merchandise, Oak.

Jas. F. Devlin, Grocer, Main.

R. Gerhart, Pool, Cigars and Tobacco, R. R.

#### WYMORE, NEB.

Received from C. E. Wymore, Lodge No. 493:

A. P. Ake, Ivory Cafe.

J. O. Pisar, Blue Ribbon Saloon.

M. S. McGoogan, Opera House Saloon.

A. W. Fisher, Wymore Transfer Co.

Jas. Hach, Agent Storz Beer.

#### BELLEVUE, O.

Received from A. I. Longstreet, Lodge No. 54:

W. Kutz, Jeweler, 115 E. Main.

McLain & Ryan, Coal, E. Main.

D. A. Good, Music House, Vickery Block.

#### WEST MINSTER, S. C.

Received from H. A. Wingate:

Dr. Mitchell, Physician and Surgeon.

#### LONDON, ONT.

Received from Chas. Veech, Lodge No. 415:

Dr. E. Seaborn, 688 Dundas.

J. A. Nash, Jeweler, 674 Dundas.

J. F. Huttoh, Dry Goods, 662 Dundas.

Conrad Lenz, Butcher, 536 Adelaide.

A. J. Omond, Drugs, 468 Dundas.

Hanford Hotel, Cecil, Clarence and York sts.

#### NEWCASTLE, PA.

Received from Jas. McVettie, Lodge No. 471:

John E. Fee, Fee's Tavern.

Newcastle Art Co., 38 N. Mill.

#### ATLANTA, GA.

Received from W. H. Middlebrook, Lodge No.

302:

G. W. Grubbs, Barber Shop.

#### ALTOONA, PA.

Received from W. C. Giarth, Lodge No. 174:

Kline & Schlesner, 1323 11th avenue.

Hotel Victoria, 1433 9th avenue.

Hotel Senate, 819 Chestnut avenue.

#### SOUTH BUTTE, MONT.

Received from W. A. Perkins, Lodge No. 313:

John F. Charles, Cabinet Saloon, 901 E. Front.

#### CHICAGO, ILL.

Received from H. buchwiser, Lodge No. 581:

Thos. H. Clarisey, Registered Pharmacist, 512  
S. 48th avenue.

Fred J. Wareham, Billiards and Pool, 519 S.  
48th avenue.

W. Hunter, Restaurant, 344 5th avenue.

E. J. Hynes, Lunch Room and Buffet, 542 S.  
48th avenue.

George Pitt, Barber Shop, Cigars, etc., 524 S.  
48th avenue.

P. F. McAuliffe, Sample Room and Cigars,  
502 S. 48th avenue.

Chas. Weis, Dry Goods and Gent's Furnish-  
ings, 497 S. 48th avenue.

#### HAMMOND, IND.

Received from Ernest Bedson, Lodge No. 731:

Otto Negele, Druggist, 204 Hohman street.

Model Clothing House, Hohman street.

First National Bank, Hohman street.

G. H. Wall, Buffet, 229 E. State.

#### EAST CHICAGO, IND.

N. J. O'Connell, Buffet, Forsythe avenue.

#### ALLIANCE, OHIO.

Received from E. H. Miller, Lodge No. 178:

Dr. W. H. Burns, E. Main.

#### HARRISBURG, PA.

Received from E. E. Miller, Lodge No. 42:

H. W. Lathe, Ice, Coal and Wood, corner 5th  
and Woodbine.

#### REVELSTOKE, B. C.

Received from F. E. Root, Lodge No. 51:

C. B. Hume & Co., Groceries.

Knight & Divine, Tailors.

Hobson & Bill, Groceries.

McLennon & Co., Clothiers.

McPhail & Hornell, Confectioners.

Kincaid & Anderson, Real Estate.

A. H. Fleishman, Jeweler.

#### RATON, N. M.

Received from J. E. Daum, Lodge No. 221:

Mullis Cash Grocery, 100 S. 2nd.

E. L. Fugate, Furniture, 116 S. 2nd.

O. C. Henry, Barber Shop, 120 Cook avenue.

W. L. Johnson Furniture Co., 136 S. 2nd.

O. K. Barber Shop, 144 Park avenue.

Jim Neish, Confectionery, 116 Park avenue.

#### OKLAHOMA.

Received from Chester Reniff, Lodge No. 532:

#### APACHE.

W. S. Pegg, Farmer.

#### EL RENO.

S. B. Quitney, Barber Shop, corner 419 W.  
Waid and Grand.

H. C. Poulsen, Southern Hotel, corner 419 W.  
Waid and Grand.

Mrs. H. J. Diehl, Hotel, 116 S. Admire.

#### MANGUM.

R. A. Adams, Hotel.

Sam Stark, Farmer.

#### TAIBAN, N. M.

T. A. Bordeaux, Farmer.

#### HOULTON, ME.

Received from T. Crothers, Lodge No. 393:

C. S. Osgood, Jeweler and Optician.

W. H. McLoon, Cigar Maker.

#### BROOKFIELD, MO.

Received from C. E. Marsailles, Lodge No. 19:

E. D. Butterfield, Livery and Sale Stable

Bert Stump, Poultry and Produce.

Chas. Green, Druggist.

Hank Garrity, Cafe.

R. N. Bowden, Furniture and Undertaking.

W. H. Jenkins, Plumbing and Heating

Wm. James, Jeweler.

W. A. Schuster & Co., Groceries.  
G. F. Evans, Cigar Mfg. Co.  
J. H. Fuoss, Jeweler.

## LA JUNTA, COLO.

Received from F. L. Dickinson, Lodge No. 96:  
The Ramsay Dry Goods Co.  
The Bomgardner & O'Neil Hardware Co., Hardware, Implements and Harness.

Kendall Dry Goods Co.  
The Williams-Smith-Rice Dry Goods Co.  
Andrews & Lagerquist, Palace Drug Co.  
Harry I. Maxwell, Men's Furnishings.

## DODGE CITY, KAN.

Received from F. L. Dickinson, Lodge No. 96:  
Burnett Bros., Groceries, Poultry and Eggs.  
A. D. Smith & Son, Groceries and Produce.  
L. E. Pendleton & Co., Furniture and Notions, Front street.

Argabright & Sidlow, Groceries.  
Martin Bros., Coal and Flour.  
The Palace Drug Co., Central Block, Front and Chestnut streets.

## ENID, OKLA.

Received from F. W. Morey, Lodge No. 650:  
Mill Bros., Barber Shop and Bath.  
Hirsch & Co., Clothiers.  
A. D. Weisenberger, Drugs.  
Kennedy Mercantile Co.  
Brown-Frazier Dry Goods Co.  
New York Brokers.  
Cabin Bar.

## INDIANAPOLIS, IND.

Received from J. R. Carr, Lodge No. 374:  
Penn Coal Co., 777 E. Washington.  
Ralston Boot Shop, Pythian Bldg., corner Penn and Mass. avenues.

## SAN ANTONIO, TEX.

Received from John Appleby, Lodge No. 369:  
Dr. J. M. Miller, 1403 W. Commerce.

## LOUISVILLE, KY.

Received from H. A. Carfield, Lodge No. 156:  
J. E. Faust, Cafe, 2928 4th avenue.  
Geo. Legel, Cafe, 510 E. Market.  
J. G. A. Schuster, Grocer, 4th and P. ave.  
N. H. Churchman, Grocer, 3613 4th avenue.  
John Gorman, Cafe, 3529 4th avenue.  
C. Ede, Barber, 3123 4th avenue.  
Fred Rickert, Grocer, 1601 Southgate.  
H. Dedden, Grocer, 18th and Broadway.  
Aug. Fye, Grocer, 2929 4th avenue.

## NIAGARA FALLS, N. Y.

Received from Wm. P. Crotty, Lodge No. 639:  
M. S. Lowenthal, Corner Cafe, corner Main and Niagara avenue.

Wm. Dildine, Canandaigua Cafe, 439 Main.

## SAN ANTONIO, TEX.

Received from M. J. Garvey, Lodge No. 52:  
C. Hummel, Paint Store, 326 W. Commerce.  
Ernst Danis, Delicatessen Rest, 640 E. Commerce.

## ALLENTOWN, PA.

Received from F. A. Michael, Lodge No. 346:  
Shankweiler & Zehn.  
M. M. Kuntz, Franklin House, 5th and Union streets.

## WASHINGTON, D. C.

Received from H. West, Lodge No. 484:  
P. J. Duncan, Druggist, 6th and K., N. E.  
J. J. Caylor, Grocer, 6th and L., N. E.  
C. Defibaugh, Jeweler, 21 H, N. W.  
T. Donnell, Shoemaker, 54 H, N. W.  
H. C. Wall, Wood and Coal, 1125 1st, N. W.  
W. W. Griffith, Wood and Coal, 1st and N, N. E.

T. Hollander, Union Made Gloves and Overalls, N. Capt. and H, N. E.

H. Frane & Co., Hats and Men's Wear, corner 7th and D, N. W.

George & Co., Outfitters, 910 7th, N. W.  
Moore & Cullinane, Hatters and Gents' Furnishers, 435 7th, N. W.

Sacks Optical Co., Opticians and Jewelers, 525 7th, N. W.

J. A. Augusterfer, Gas Inspector, 509 2nd, N. E.

## PHILADELPHIA, PA.

Received from C. Mahoney, Lodge No. 587:  
J. M. Bruner & Co., Coal Dealers, 4503 Girard avenue.

La Gierse, Florist, 4658 Lancaster.  
John J. Bradley, Funeral Director, corner 48th and Wyalusing.

## TOLEDO, OHIO.

Received from I. R. Innes, Lodge No. 512:  
Dr. H. W. L. Knisely, 3120 Front.

## McKEES ROCKS, PA.

Received from James Nicodemus, Lodge No. 321:  
Harry Birenkraut, Meat Market, 441 Island ave.  
P. S. Jackson, Proprietor Shannon Restaurant, 105 Chartiers avenue.

## CHANGE OF ADDRESS.

If your Journal Address is incorrect please fill out and forward this form to D. L. CEASE, 1207 American Trust, Cleveland, O.

Change my Journal address to read:

Name \_\_\_\_\_ Lodge No. \_\_\_\_\_

Street and Number \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_

Date \_\_\_\_\_

**NOTICE OF GRAND DUES ASSESSMENT No. 110**  
**NOVEMBER, 1907. TWENTY-FIVE CENTS.**

# GRAND LODGE OF THE BROTHERHOOD OF RAILROAD TRAINMEN.

**OFFICE OF GRAND SECRETARY AND TREASURER.**

TO SUBORDINATE LODGES:

CLEVELAND, OHIO, OCT. 1, 1907



DEAR SIRS AND BROTHERS: You are hereby notified that the amount of Twenty-Five Cents for Grand Dues Assessment No. 110, for the month of November, 1907, is due from each and every member, and must be paid to the Financier before the first day of November, 1907. A member failing to make payment as herein required shall become expelled without notice or action. See Section 128, Constitution Subordinate Lodges.

The Financier is required to forward said Assessment to the Grand Lodge before November 5, 1907, for each member on the roll, and for members admitted or readmitted during the month of November the Financier must send this Assessment with the report of admission as per Section 105, Constitution Subordinate Lodges.

Fraternally yours,

*H. King*  
 GRAND SECRETARY & TREASURER

**STATEMENT OF CLAIMS PAID DURING THE MONTH OF AUGUST, 1907**

| CLAIM. | NAME.            | LODGE. | PAID TO.                      | ADDRESS.               | AMOUNT.   |
|--------|------------------|--------|-------------------------------|------------------------|-----------|
| 12614  | M. Sprague       | 197    | Harry E. Dowdell, Adm.,       | So. Amboy, N. J.       | \$ 500.00 |
| 12850  | Arthur Tarry     | 323    | Wm. Tarry, Gdn.,              | Toronto, Ont.          | 1,350.00  |
| 12857  | G. A. Wolfe      | 656    | Jno. H. McClay, Gdn.,         | Lincoln, Neb.          | 1,350.00  |
| 12929  | Lee Moore        | 513    | Lee Moore,                    | Oswego, Kans.          | 500.00    |
| 13018  | Chas. Cushman    | 295    | Elvira Cushman, Admx.,        | Pocatello, Ida.        | 1,350.00  |
| 13023  | M. R. Cookingham | 321    | Maud and Angeline Cookingham, | Olean, N. Y.           | 1,350.00  |
| 13055  | T. H. Starkey    | 534    | Annie Starkey,                | Wilmerding, Pa.        | 1,350.00  |
| 13056  | G. H. Cullon     | 561    | Margaret Cullon,              | Homestead, Pa.         | 1,350.00  |
| 13062  | T. M. Hamilton   | 14     | Nellie Hamilton,              | Newton Ayer, Scotland. | 1,350.00  |
| 13093  | B. J. McCue      | 569    | Byron T. McCue,               | Des Moines, Ia.        | 1,350.00  |
| 13121  | Jerry Pearsall   | 645    | Mary Pearsall,                | Round Rock, Tex.       | 500.00    |
| 13126  | T. E. McDonald   | 311    | Cora McDonald,                | Salem, N. Y.           | 1,350.00  |
| 13127  | J. A. Alexander  | 160    | Mary A. Alexander,            | Philadelphia, Pa.      | 1,350.00  |
| 13128  | A. Richards      | 324    | Evan A. Richards,             | Morgan, Utah.          | 1,350.00  |
| 13129  | A. B. Brodhead   | 85     | Irene M. Brodhead,            | Easton, Pa.            | 1,000.00  |
| 13130  | J. W. Rush       | 109    | Sarah M. Rush,                | New Market, Ind.       | 1,350.00  |
| 13131  | Jno. H. Robinson | 219    | John Robinson,                | Newark, N. J.          | 1,350.00  |
| 13132  | J. Corcoran      | 266    | A. J. Lucier, Gdn.,           | Nashua, N. H.          | 1,350.00  |
| 13133  | Ben Meadows      | 454    | Bettie Meadows,               | Milton, W. Va.         | 1,350.00  |
| 13134  | T. D. Smith      | 376    | Bettie Morgan,                | Rocky Face, Ga.        | 1,350.00  |
| 13135  | C. A. McCoy      | 385    | Siona E. McCoy,               | Wishart, Mo.           | 1,350.00  |
| 13136  | Alfred Wanless   | 396    | Ida May Wanless,              | Chauncy, Ohio          | 1,350.00  |
| 13137  | W. McIntyre      | 527    | Ellen Julian,                 | Carlton Place, Ont.    | 1,350.00  |
| 13138  | J. H. Kroboth    | 21     | J. H. Kroboth,                | Youngstown, Ohio       | 1,350.00  |
| 13139  | J. M. Foley      | 307    | Julia Foley,                  | River Falls, Wis.      | 1,350.00  |
| 13140  | Geo. P. Marsden  | 66     | Geo. P. Marsden,              | East Providence, R. I. | 1,350.00  |
| 13141  | E. W. Taylor     | 660    | May Taylor,                   | St. Louis, Mo.         | 500.00    |
| 13142  | Thos. McGarry    | 197    | Julia V. McGarry,             | New York, N. Y.        | 1,350.00  |
| 13143  | A. G. Coates     | 104    | A. G. Coates,                 | Centerville, Ia.       | 1,350.00  |
| 13144  | Geo. F. Rupp     | 219    | Geo. F. Rupp,                 | Newark, N. J.          | 1,350.00  |
| 13145  | L. W. Elliott    | 675    | L. W. Elliott,                | St. Louis, Mo.         | 1,350.00  |
| 13146  | Arthur E. Gay    | 7      | Mrs. A. Gay,                  | Braddock, Pa.          | 1,350.00  |
| 13147  | Jno. O'Connor    | 423    | Catherine A. O'Connor,        | Waterbury, Ct.         | 1,350.00  |
| 13148  | W. E. Ballinger  | 80     | Louis H. Ballinger,           | Zanesville, Ohio       | 500.00    |
| 13150  | L. H. Renecky    | 214    | Eva G. Renecky,               | Algiers, La.           | 1,350.00  |
| 13151  | E. J. Bamerick   | 230    | Edith Bamerick,               | Syracuse, N. Y.        | 1,350.00  |
| 13152  | H. E. Wilson     | 349    | Eva Wilson,                   | Texarkana, Ark.        | 1,350.00  |
| 13153  | M. O. Gardner    | 453    | Ida Gardner,                  | Baltimore, Md.         | 500.00    |
| 13154  | R. M. Baxter     | 169    | Bertha M. Baxter,             | Newark, Ohio           | 1,350.00  |
| 13155  | Jas. Sharrock    | 85     | Estella C. Sharrock,          | Galion, Ohio           | 1,350.00  |
| 13156  | F. H. Huntzinger | 113    | F. H. Huntzinger,             | Philadelphia, Pa.      | 1,350.00  |
| 13157  | Alonso Burley    | 227    | Ardelia Burley,               | Sarnia, Ont.           | 1,350.00  |
| 13158  | Jas. O'Connor    | 423    | Julia O'Connor,               | Waterbury, Conn.       | 1,350.00  |
| 13159  | J. C. Shook      | 573    | Mary A. Shook,                | Springfield, Ohio      | 1,350.00  |
| 13160  | A. F. Camp       | 435    | A. F. Camp,                   | Albion, Pa.            | 1,350.00  |
| 13161  | S. F. Wolfe      | 421    | S. F. Wolfe,                  | Dennison, Ohio         | 1,350.00  |
| 13162  | C. L. Sherrard   | 646    | C. L. Sherrard,               | Pueblo, Colo.          | 1,350.00  |
| 13163  | S. T. Hilborn    | 132    | Ida M. Hilborn,               | Cleveland, Ohio        | 1,350.00  |
| 13164  | J. A. Banister   | 437    | Gena Banister,                | Larned, Miss.          | 1,350.00  |
| 13165  | G. F. Hill       | 658    | G. F. Hill,                   | Potosi, Mo.            | 1,350.00  |
| 13166  | C. E. Uglow      | 574    | Emma Uglow, Admx.,            | Bridgeport, Ct.        | 1,350.00  |
| 13167  | J. W. Shires     | 670    | Edna Shier,                   | Lewisburg, Pa.         | 1,000.00  |
| 13168  | I. L. Hoover     | 251    | J. I. Hoover,                 | North, S. C.           | 500.00    |
| 13169  | Thiras James     | 601    | Martha Lerch,                 | Rock Springs, Wyo.     | 1,350.00  |
| 13170  | I. L. Pratt      | 103    | Louise Pratt,                 | Gladsone, Mich.        | 1,000.00  |
| 13171  | C. L. Ward       | 632    | Mary M. Ward,                 | Vanderbilt, Pa.        | 1,350.00  |
| 13172  | Geo. King, Jr.   | 118    | Laura King,                   | Hartford, Conn.        | 1,350.00  |
| 13173  | D. W. O'Connell  | 45     | Michael J. O'Connell, Adm.,   | Terre Haute, Ind.      | 1,350.00  |
| 13174  | H. J. McGartney  | 196    | Josphine McGartney,           | Bellingham, Wash.      | 1,350.00  |
| 13175  | J. J. Sherman    | 24     | Agnes Sherman,                | Galesburg, Ill.        | 500.00    |

# The Passing Of Man

BY ADELBERT CLARK

The world is but a passing show,  
A play with scenes of frost and fire ;  
The plot is built of greed and gain,  
And gold, the goal of man's desire.  
It matters little who or what  
The leading one my chance to be ;  
If he is rich, he holds the stage,—  
The others drift upon the sea !

It matters not, the future life,  
At least to him who rules the day,  
For in the mighty race for wealth,  
Man finds but little time to pray.  
But like Belshazzar who of old  
Beheld the fate upon the wall,  
The leader with his wealth and pride  
Will pass away—his shrine will fall.

The world is but a passing show,  
That ends in scenes of hell and fire  
Which man will blind himself against,  
For fame and gold—his heart's desire !  
But when the final act is played,  
And manhood gone for Satan's sake,  
I ween the leader's pride will flag,  
When he shall see his dire mistake !





**TRAIN ENTERING BOX CANON, YOSEMITE VALLEY RAILWAY.**

The railway follows the wanderings of the Merced River from Merced to El Portal on the boundary line of the National Park. The scenery is unsurpassed on this continent.

# RAILROAD TRAINMEN'S JOURNAL

Published Monthly by the Brotherhood of Railroad Trainmen.  
Entered at the post-office at Cleveland, Ohio, as second-class matter.

D. L. CEASE  
EDITOR AND MANAGER



SUBSCRIPTION PRICE  
\$1.00 PER YEAR IN ADVANCE

VOL. XXIV.

NOVEMBER 1907.

No. 11

## British Employers' Liability Law.

**T**HE British Workmen's Compensation Act of 1906 became effective on July 1st, 1907. As yet there is nothing definite to hand of the operation of the bill other than the several plans to insure employers against loss through having to pay damages to workmen coming under the provisions of the law.

The British law covers what has always been a stumbling block to general legislation in this country. When a law has been proposed to a state legislature the large employers have always outlined to the small employers, and the farmers, their liability under the law and the employer of one or two persons has always felt that the operation of such a law would eventually drive him out of business. The farmers particularly were told of the dangers to them. "Suppose your man falls off the mower and is hurt or killed? It will be up to you to pay him for injuries or his family for his death." This has always been sufficient argument with the farmer legislators to head off anything proposed by the employees of large concerns carrying on a dangerous business.

In Great Britain, almost everybody and everything comes under the protection of the law except co-operative societies. An employer may dodge the law by making all of his employees partners. The law also

works to the disadvantage of those who may receive damages. For instance, a workman may receive damages from his employer and if his wife employs a maid and she be injured he will have to pay damages to the maid for three years to the sum of almost one-fifth of his own income. It can be seen how a few injured maids would put him out of business, but it is a far-sweeping law, enacted in the flush of public desire for something it did not exactly understand, and unless all signs fail it will be modified if not abrogated altogether.

Laws are never popular when they act against the people who expected all the benefit from them. When it is found out by the man who looks for damages that he also has to pay damages, greater perhaps than he receives, the law will not be so popular with the masses as it is supposed to be.

But whether good or otherwise it has caught everybody who employs labor and everybody will have to stand for it until the matter settles down to a more desirable basis.

William E. Curtis, writing for the Chicago *Record-Herald*, said of the law:

"By the king's most excellent majesty, by and with the advice and consent of the lords spiritual and temporal, and the commons"—for that is the way all the laws of

Great Britain begin—every employer in the United Kingdom, whatever his business or his station in life, will be required, after July 1st, 1907, to pay indemnity for injuries suffered by any employee from disease, accident or other calamity that may overtake him or her in the course of their employment. This is the effect and purpose of a new law, entitled "an act to consolidate and amend the law with respect to compensation of workmen," and it is the second in a series of extraordinary enactments by the British Parliament in obedience to the demands of the labor leaders who seem to be having everything their way under the present liberal government.

There has been for many years a law of limited scope requiring that manufacturers, mine owners and other large employers of men in hazardous labor, shall continue the payment of wages to workmen who are ill or injured while in their employ, but the new law extends that principle to all classes of wage earners, to every soul in the Kingdom—man, woman or child—who receives a salary or wages less than \$1,200 a year in any occupation or any form of employment. It includes curates and other clergymen, college professors, school teachers, private secretaries, newspaper editors and reporters, choir singers, chauffeurs, butlers, coachmen, cooks, ladies' maids, farm hands, sailors and even nurses, governesses, laundresses, sewing women, char-women and other "casual workers," as the new law describes them, who are employed by the job or do the work in their own homes for other people. For example, if a woman takes home sewing or laundry work, or anything of that kind, the person for whom she is working becomes responsible for any accident that may occur or for any disease she may acquire while she is so engaged. If a man should be injured or get sick while putting in a load of coal or while going on an errand, or repairing a roof, or mending a window, or cleaning a chimney, or doing a job of plumbing or tinkering of any kind about a house, the owner of that house will be required to support him and pay his doctor's bill until he gets well; and, if he should die, to pay his "dependent" heirs damages not to exceed the

amount of \$1,500. Everybody comes under the law who is working for wages in Great Britain and Ireland, including all government employes, except soldiers and sailors in the navy, provided their pay is not greater than \$1,200 a year.

The most extraordinary feature of the bill is paragraph C of section I, which makes employers responsible for the neglect and carelessness of their servants, and the last clause reads:

"If it is proved that the injury to a workman is attributable to the serious and wilful misconduct of that workman, any compensation claimed in respect of that injury shall, unless the injury results in death or severe and permanent disablement, be disallowed."

In other words, if a workman shall lose his life or suffer permanent disablement by any accident, his employer is compelled to pay the lawful damages even when that accident is due to the man's "serious and wilful misconduct."

The act does not apply to co-operative societies nor to those engaged in profit-sharing enterprises, nor to members of the crews of ships who have interests in the vessel or in the cargo or in the earnings of the vessel. In other words, a man may protect himself against all claims for indemnity by admitting his employes to a share in his profits—by making them his partners.

A large class of persons who may seek damages from others under this act may themselves be compelled to pay damages to others. As one of the London newspapers says, "there is scarcely a person in the kingdom who is not touched in some way or other by the provisions of the law." A clergyman, a clerk, a mechanic or any other person who is not earning more than \$1,200 a year is liable to share his income to the extent of \$250 a year with his cook or his laundress or a carpenter or a plumber who may be injured while working for him, or by a man or boy who may be run over by an automobile or a railway train while doing an errand for him. A cook or a maid or any other household servant who dies from a disease acquired in service may cause her employer to pay to her father or mother.

or brother or sister a sum equal to her full wages for three years. Nothing can be collected, however, by employes who are injured or become ill while enjoying a holiday.

In England it is customary to insure everything, and just now the insurance companies are getting ready to protect all employers of labor against the possible application of this extraordinary law. The practice of insurance is carried much further than in the United States. You can get a policy on a dog or a cat, a parrot or a horse; you can insure your scarf pin or your diamond necklace; you can protect your property against burglary as well as fire. Caterers who supply dinners or luncheons to weddings and other functions in the country are in the habit of insuring the food, dishes, silverware and linen while it

is out of their sight, and if you will go down to Lloyd's agency in London, where all the insurance companies are represented, you can hear some interesting stories of the novel policies that have been written in years past. Pianists and violinists have insured their fingers and prima donni their voices and ballet dancers their legs against failing them. Since the adoption of the new law many of the insurance companies have been preparing to protect their patrons against damages and indemnities that they may be called upon to pay. A broad, new field of profitable business has been opened. Several of the companies have already issued circulars and other advertisements offering to assume risks. One of the circulars calls attention to the fact that it is "of greater importance to insure a curate than a dog."

## The Serb Immigrant.

BY FELIX J. KOCH.

**T**O understand the mild-mannered Serb immigrant, who is coming in such numbers to our shores, we shall have to take a step in seven-league boots, far to the south of Europe and then into the interior of Servia.

Belgrade, the cosmopolitan, will hardly suffice; we must go into the back-country.

There we may study our coming American. Furthermore, we will learn just why he comes.

He seems contented, this Serb immigrant, here at home, in Greater Servia. He talks entertainingly of his home conditions.

Ever since June 11, 1903, he says Servia has become a clear democracy. The battle of the Radical party for over ten years against the Obrenovitch family, ended with the catastrophe in which Alexander and Draga, tool-king and infamous queen, were pitched out of the window, dead, in truly Macbethan manner. The Radical party used that moment for the proclamation of

the people's supremacy, and to raise the Kara-George family to the throne, providing only that they should take a clear constitution.

Servia is not a land of different classes and positions. Instead, she is a purely agricultural country, where everything depends on the peasant. Consequently, Servia, little as the fact is known, possesses a rich peasantry. Meantime its cities either stagnate or show that the growth is withheld. For the State, as such, the peasant has no understanding. When he comes to America, we need have little fear of his meddling in our higher politics.

Rather, that a dollar or two will make him vote as any demagogue may wish.

His ideal of the state is half-romantic, half communistic. His political program, in fact, is quite easy. He wants in every village an absolute freedom of election and of politics, i. e., for his free community he requires free police-power. Over these communities there should be a king, of middle age, with a crown upon his head,

that impresses by its glitter, while the king is mighty in the eyes of all the politicians who prey upon these South-Slavs. Nevertheless, this king is to have as few rights as possible, so that the peasant, through his representatives, really rules. This idea has hold of at least 87 per cent of the population of Servia.

Another five per cent, officials and politicians principally, try to make use of it. And still another eight per cent, notably the city folk, have organized into what is

ple that the entire politics of Servia are of most revolting and intolerable character.

One wonders at this when he learns of Kara-George, the king. Peter is a man of extraordinarily great European education. For fifty-eight years this member of the Kara-George family lived in exile, and at study, while the Obrenovitchs ruled in Servia. Meantime he translated John Stuart Mill's *Freedom* and himself imbibed various socialistic ideas. When the



PEOPLE OF BELGRADE, SERVIA.  
In holiday attire for the coronation of Peter I.

known as an Autoritaten party, but which is really barren of result.

This political situation, however, is unsavory, as the democratization of the nation has brought the power into the hands of the peasants, of whom at least sixty per cent can neither read nor write. So the demagogues and the revolutionists get full play; people fear for their lives and, by and by, go to enrich the steamship companies, with whom our immigration officials are in sympathy, and come to our shores. So impressionable, in fact, are these peo-

ple that the entire politics of Servia are of most revolting and intolerable character. trouble arose in Bosnia and the Herzegovina, Peter, the hey-duke, rushed to the head of an insurgent company where, under the name of the Voivode Merkonitza, he soon threw the Turks into fright. Even today, in Bosnia, they sing of his heroism to the gusla's notes.

How Peter came in on a whirl of dynamite is too recent a story to be recalled here. But under him the nation began to develop and yet immigration goes on just the same; for Peter, too, has his troubles. It is difficult in two years to correct the

failures of many, due to bad kings and bad politics. Nevertheless, the land is being helped by the richness of its soil, and its increasing commerce.

But what is driving folk from Servia and from all other Balkan states, is the matter of the military, the curse of south Europe. Everywhere in the Balkans one hears of the heritage of the "Sick Turk," but the Turk is already sick two hundred years, and may be "sick" another two centuries before he goes to his grave in Europe. Meantime the little Christian states of the

states have no industry, and must buy everything that is used for their army in other countries, they grow ever deeper and deeper in debt, to London and Paris, where the loans are secured.

If Uncle Sam were a money lender he could keep the Serbs at home, and put his money into investments at great profit. Give Servia the money and she would build another railroad. Then, instead of her exports being seventy million francs a year, they would increase to a hundred and twenty or a hundred and fifty. The country is



WOMEN OF BELGRADE, SERVIA.

Balkans, independent but twenty-five to fifty years, have been unable to advance, for money which should be used otherwise, in development, must go to buy munitions and keep up an army.

Servia, which has a debt of about half a milliard of francs, with a yearly budget of eighty-two million francs, is forced to continually get new loans, for more munitions of war, and this false politics must but end, of course, in financial catastrophe,—unless a nation is particularly well prepared.

Not only that, but as the little Balkan

rich, the arable land not scattered. The greatest part of Servia is already under cultivation.

Unfortunately, the peasant knows nothing of the higher methods of cultivation. Still it is almost unbelievable, in the past few years the advance he has made. Especially in the Morada Valley is this true, where fruit trees have been planted and whence plums are now exported to Berlin and Leipzig. Then, too, the land would be rich in honey and in silk, but there is little done to educate the people in these arts.



GIRLS OF BELGRADE, SERVIA.

The two and a half million Serbs have a future before them if only they will break off from their militarism.

You want to see how they live there in Serbia, how the homes are "before they come."

Let's get off the railway say at Tsaribrod; that is a typical hamlet. In the Bal-

kan war in 1885 there was a battle, in fact, at this place. Now they vise your passport here to enter Bulgaria and there is a customs examination if you come into Serbia by this route. Here, too, you change your watch from south European time to that of mid-Europe, an hour earlier.

The village is very small and is sur-

rounded by cabbage fields. In these marigolds of many varieties blossom, starring the valley enclosed by the mountains.

There is a little restaurant near the depot and there you dine. There is veal roast and cabbage, green tomatoes, served sour, and fresh wine. The meal costs you a quarter, and tips are un-dreamt of.

The population here is a mixture of Serb and of Bulgar strains, and the language a dialect derived from both tongues.

You change your money into that of Serbia, and walk through the town. There is one main, muddy street, lined with one-story, white plaster-exteriored houses, of one to three rooms each. All of these have the red slanted roof familiar to travelers in the Levant.

Outside, on benches, almost in the street, the best part of the population is sitting. The women knit, the men sip the Turkish coffee at tables here in the King's highway, or else they read and smoke while the children play about. There is a peddler of the Turkish delight or *jujube* paste, in the road, that is all.

A few of the houses have stores,—little bits of shops. The greatest industry, however, is the selling of geese, which are brought in by the peasants. "Goose liver pastelles" are not made. It is a village of farmers only, there is no industry *per se*. A branch bank and a bakery are the main sights; those and the mountains circling about.

Peasants in long, white flannel jackets, edged in black, white trousers, and great red belts, together with round white caps, eye us curiously. Many of these are amateur sportsmen. Children are everywhere, for a Serb wife must bear children in order to inherit her share in her husband's dowry, otherwise she gets but a child's share, and that only so long as she doesn't remarry.

The government has an office in the depot. Even the officials, however, long to come to America.

Why? Because "there is opportunity in our country."

That is the story everywhere; the cause, in Serbia.

---

## Foreign Encroachment.

BY PROF. EZRA G. GRAY.

**H**ISTORY does not entertain us with any aggressiveness on the part of China elevating labor or the laborer. The pristine vastness of that empire will never again reach its former greatness, which is now only a memory. The power of that nation, as a nation, is destroyed. True, the present generation is jealous of its peculiar—almost exclusive—manufactures and productions, and merely is it generous to believe that the Czar, in entering the empire, hoped only to secure a field wherein his own subjects might install their industries to greater profit, though it is doubtful whether he would have entertained any such thought unless his imperial supremacy was to be further exalted.

There was no nobility of purpose in the

Mikado's course. He saw his opportunity to crush his neighbor, China, and at the same time strike a blow over her prostrate form at his more distant foe. His reason was, in reality, simply and wholly imperial, and in dealing the blow to Russia he caught an over-confident antagonist, Nicholas, who shaped his own words and actions less effectually than did the Mikado himself in lulling suspicion and concealing his real intentions, thus manifesting an absence of craftiness that was taken advantage of by his assailant's brilliant cunning, both, however, paying dearly in the loss of men and money—the Czar for not keeping faith with his people, the Mikado for enlarging his ambition.

It must be conceded that Japan is an intelligent nation, but not a world power



mighty in the science of physical and inventive attack and defense, as some day she will realize, as also that her victories over China and Russia were but fruits of fortune, and not triumphs of modern science. To an ordinary observer she is insincere in her participation for international peace. The cost of her recent wars is still a cloud of weight in her financial heavens. The interest on her debt is being paid, but the principal is so slowly accruing from her internal resources that, to avoid ultimate taxation, her population is perceptibly decreasing. Still, her ambition

enact, in doctrine or scheme, the laws of another, but it cannot demand or require compliance therewith except by those who are or may come under its jurisdiction. Because, however, he is in our midst, the stranger or citizen—even friend—has no right to enter our domicile, sit at our table, eat of the food thereon or share with us our bed unless we so consent. Nor can we compel the President to accept or grant any of these privileges. The smile would not come off the world's countenance were we to order the Pope to proselyte in favor of Protestantism, or the King of England



WELL-TO-DO CITIZENS, BELGRADE, SERVIA.

is not satisfied. Existing affairs are not to her pleasure. Until they are, more worlds must be conquered.

Well, justice assigns to every one that which is his own, and equity forbids us doing to or for others what we would not have them do for or to us. Through discretion we look at the present, and by prudence guard against what may result, in any moment, in good or evil. By no reasoning whatever have we right to violate established law or demand what it neither gives nor guarantees. Any country may

to journey to our home ward and cast his vote for our political choice. It is the choice of the Frenchman to learn our language or teach us his—the acquirement is simply a matter of choice, for the native tongue is invariably supreme.

To permit the children of Japan, says the *San Francisco Clarion*, to mingle with the children of our own people is a matter clearly within the rights of a sovereign state, which is correct and constitutionally right. It would be the height of folly to claim a state's people are under obligation

to tax themselves for the purpose of teaching our supreme language, to those not conversant with it, as a duty obligatory upon us and upon demand of the government to which they owe and give allegiance, especially when the presence of such pupils might not, as the *Clarion* further says, be desired or result in conditions creating or cementing friendly international relations. No one will hardly credit the belief that anything like the Western situation would be permitted by or in any other city or state of the Union. A department of our own government has officially said that there is a tendency—how completely concrete it is, as yet, difficult to determine—toward displacing, by the Asiatic, not only from American schools in America, the American child, but his parent—the white workman—from the labor field. In no vague terms it declares that, though living side by side, the two nationalities—the Japanese and the Americans—“are separated, one from the other, by every possible bar,” the latter differing from the former “in race, color, servitude and conditions, in religion, moral ideals, ethical tastes and social and personal associations.” Of this there is no doubt; nor that our thought is higher, our expression purer, our aspirations prompted by no gain or conceit, nor by our ambition for superiority or power. Truly, our endeavor has been, and is, as the nations, and particularly Japan, knows, for honorable peace, broad philanthropy and enduring prosperity. Another critic, bolder in racial and national denunciation, courageously asserts, very truthfully, that we have no possible relation nor agreement, absolutely nothing in common with either China or Japan, or their people; that if it is just to exclude one it is right to bar the other. Neither the history nor the traditions of either country or people imitate the liberality or wisdom of our laws or give us desire for companionship with them with even a hope of any distinguishing pleasure. While these are restless utterances, they are, nevertheless, the voice of loyalty to home government and citizenship and point to a just and proper reason for native preference and position, and in themselves form a stronger incentive for

the white, or native race, to assert its inherent rights.

However, there is a fault, if not a blame, somewhere, and it may be consistently asked if labor unions are justified in accepting the marked and antagonistic races as co-workers and members when it is generally known that both China and Japan would not hesitate to—perhaps do—discriminate by law and treaty against the negro of the South, who, under our constitution, is a rightful citizen. Still more serious is the fact that, instead of benefiting the country and the American workman, American employers, American capital, and, by encouraging the preference, the American government are giving employment to the coolie because of his cheapness and his willingness to accept service, though the vagrant knows that the pay is so small that only for his hovel-like way of living could he barely subsist upon it.

Not in the least alarming, but decidedly objectionable and injurious, is the opening of the gates of immigration to this “undesirable” class of people. It was Washington’s motto, “Put none but Americans on guard.” And a later statesman said, “Our forefathers formed the Constitution of the United States for the American citizen, the American farmer, the American manufacturer and the American workman and the producer, to each and to all of whom its liberties and privileges belong,” and our Western guardsman, the *Clarion*, declares, “American workmen will never bother Japan.” The free admission of Japanese coolies would inevitably result in the destruction of American civilization, in an industrial sense, and if we are legally and constitutionally right in excluding, as “undesirable citizens,” the coolies of China and Japan, the same instrument will—at least it should—justify us in excluding them as impositions upon our means of livelihood.

Frankly, it seems evident that Japan is alertly seeking a basis for a charge of “tense, unjustifiable deprivations in violation of treaty rights” due her resident subjects who are here or may come here, rights which are not, however, asked by other powers or given or guaranteed by

the Constitution or the laws of the United States or any of its constituencies to other than its own citizens.

Curiously, too, it may be inquired if the emigration from Japan is honestly seeking here a better livelihood and a higher education than is attainable in their native land, and in view of their government's probable financial inability to be a borrower with credit in the money marts of the world, it may be generous to assume the incoming throng entertains such hope.

Though hardly probable, it must be admitted that our government may have signed a treaty without sharply discriminating on the various senses and shades of words, sentences and paragraphs, or screening them for hidden injury. Equally regrettable is the lax enforcement and surreptitious availing of our immigration and other laws bearing upon the presence and privileges of every foreign element in or coming within our borders. The American people should not always be accepted, at home or abroad, as a satisfied class. They can be trusted for their superior experience, relied upon for clear intelligence, their knowledge of vast affairs is not to be despised, they hold to that which is good

and fight with sublime courage and awful determination everything, in whatever form it is, that threatens or attacks their personal or national honor, and when their patience or indulgence or generosity is imposed upon, it is then they show the heroism, the strength and the massiveness of their mind and action, and call a halt.

Of this remarkable class the American workman is overwhelming'y in the majority and the major part of this greater number is predominated by members of organized, or union labor, and so far as this preponderance is concerned it is the same the world over—a body whose conscience tells them their cause is right, and for the right, powerful for good, powerful against evil. It is the power of Labor, and it is for Labor and its leaders to "bend their energies to a greater extent than in the past," and by stepping into the field of diplomacy, state or political, to "do better and nobler things, to gain better conditions" for the industrial world, demanding concessions guaranteeing the welfare of the people at large, yielding to no capital or corporation—only to reason—and thus show that Labor is, indeed a world power.

## Clinging To Our Own Sins.

JOSE GROS.



MYRIAD of men are born. They labor and sweat and struggle for bread; they squabble and scold and fight; they scramble for little mean advantages over each other; age creeps upon them, infirmities follow; shames and humiliations bring down their prides and their vanities; those they love are taken from them, and the joy of life is turned to aching grief. The burden of pain, care, misery, grows heavier year by year; at length ambition is dead; longing for release is in their place. It comes at last—the only unpoisoned gift earth ever had for them, and they vanish from a world where they were of no con-

sequence, where they achieved nothing, where they were a mistake and a failure and a foolishness. There they have left no sign that they have existed—a world which will lament them a day and forget them forever. Then another myriad takes their place and copies all they did, and goes along the same profitless road, and vanishes as they vanished—to make room for another and another and a million other myriads to follow the same arid path through the same desert and accomplish what the first myriad and all the myriads that came after it accomplished—nothing." —*Mark Twain's autobiography in North American Review, recent date.*

That real and positive view of human life has never interfered with the spiritual digestion of most of our good people of the optimist type. Their philosophy of history has always been as follows: "The many billions of people who have failed in life owe that to their own ignorance or badness. Plenty of other people have done very well, succeeding in the performance of considerable good conducive to great improvements. History is packed full with their names and exploits. So let us be merry that tomorrow we shall die and obtain our eternal life."

tion we still see fit to have, we who succeed and happen to be better fellows than the rest, as we but imagine to be.

We also have the philosophy of theologians and pietists. They assume that most if not all the crimes of civilization are decreed by the wisdom of God, and that He will stop all human nonsense when He thinks best. We have inherited that blasphemous philosophy from the heathen religions. It is very handy. It allows us to do what we like, no matter how stupid and fatal to all of us it may be, in relation to the high joys we could have.



SERB SOLDIERS, BELGRADE, SERVIA.

That philosophy is essentially pharisaical and conceited. Then it assumes a wisdom and judgments that belong to God. The correctness of that optimistic philosophy has never been proved. It is disproved by the whole chapter of Matthew xxiv. It overlooks the fact that our human glorifications and our historical vainglories may not be ratified nor endorsed by the historical records in the heavens beyond. All glorifications adopt the philosophy of Cain, decline to be the keeper of the multitudes destroyed by the sickly and crazy civiliza-

If the Christianity of Jesus is worth anything, it must give us the simple processes by which to solve any of the 10,000 problems that our wild imagination may see fit to concoct in the course of history, and as long as we prefer that kind of imagination to a sensible one. We do keep solving problems, after a fashion, but do it by new concoctions of good and evil, and never by the application of Christ's simple and practical teachings. And so problems and evils remain, under different names and manifestations. And a wave comes here and there

with a little improvement, and another comes now and then, with something worse than ever before, even if some incidental improvement remains in some corner of our complicated and crooked progress.

For over six thousand years have we been improving government without commencing at the beginning, that is without trying to learn the natural and essential distinction between honesty and dishonesty, sound or senseless governmental functions and duties. What is it that government has the right to do, and what is it that government has no right to do? There we have the question that has never been honestly, scientifically or Christianly answered. We have not even dared yet to ever ask that question. We all are still afraid of an honest answer, in opposition to our fatalistic and anti-Christian religious prejudices and sentimentalities.

In all the important finalities of life, humanity still manages to go on like an immense flock of manikins handled by the whims of the collective selfishness and godless ambitions of most of our superior people at the head of the supposed best nations, and religious groups, and lame, foolish reform movements reforming nothing and prolonging the tragedy of life. Humanity remains thus hitched to the chariot of the prince of darkness. And still the people have received from God and nature the right and power to establish a sensible social status over all the nations of the earth. It has to be done under certain simple, fixed principles of equal rights to all. It cannot be done by any trick against divine laws. That has been tried long enough, but we shall no doubt keep trying it much longer.

The physical slavery of some men to other men is bad enough, but not one-tenth as much as the self-imposed physical and spiritual slavery of all of us to laws of barbarism and folly as our distorted progress is yet inflicting upon the whole race, no matter how much some of us may succeed in that success so admirably adapted to universal sorrow and moral turpitude,

not far from universal. That was the kind of slavery or bondage to which Christ referred in his answer to the Pharisees when they claimed to be free men. We are all yet the servants of sin, of organic and legalized sin, far worse than any transient, isolated, inorganic sins in forms individualized, and which are only prolonged, in the life of humanity, by the permanent, all pervading organic sins in the life of nations.

We can only attain fundamental perceptions of human life and the duties it carries, conveys, imposes upon all of us, by taking full, round, bold views of this life of ours and the universe around. And by this life of ours we don't mean the few or many years we have on earth. Even the longest earthly life is but an insignificant atom of the one we may have somewhere else. We yet imagine that we can neglect our fundamental duty to God and humanity by manufacturing hundreds of petty duties with which to justify that neglect. There we have the crazy conception of all ages and religions thus far. We still endeavor to grasp the Old and New Testament, not for the purpose of actualizing the plain, simple, practical teachings there, but simply to excuse ourselves from all collective and personal transgressions of them, in the essentials of our own existence and activities. We have acquired the vile habit of splitting life into fragments, take a few of them, and formulate final conclusions in such a way as to disregard and lay aside "The full brotherhood we owe to each other and to God." Nothing can make up for the absence of that. We thus rob men and God out of what we most solemnly owe to God and to men. As we all have to pay something for that crime on earth, so we may have to pay something in the beyond, to the measure of what we did fail to do for the suppression of that crime, and could have done. Then what about the ineffable joys we lose on earth by simply fulfilling incidental duties and repudiating the most essential one, due to men and to God? And all because—"clinging to our own sins!"



## Garment Workers At Home.

BY EDITH WYATT.

**I**N the northwest side of Chicago, between Larrabee street, Goethe street and the river, there is a region of small frame houses, with an occasional larger cottage of roofed porches, or more pretentious brick dwelling, left as landmarks of the days before the city had engulfed the prairie town.

The houses stand by a whole floor beneath the level of the sidewalk and of the street roadbed raised about ten feet above the marshy river bottoms. As you walk along here with the State Factory Inspectors, you will notice pressed close to the windows of these houses haggard, sick-looking Sicilian and South Italian women sewing anxiously and closely surrounded by two or three very listless, wriggling beautiful little children as filthy as possible and generally with sore mouths from under-nourishment.

Their mother is helping to support the little family through the winter by the hand-sewing necessary to complete the ready-made garments given to her by the middleman from factories and workshops. For much of the "home finishing" of the enormous garment trade clothing, almost all Chicago, is done in this neighborhood; and the heaviest weight of the burden of that great industry drops just here, on this anxious Italian mother sewing by the window for the fortunes of her house.

She is the housekeeper and at this season of the year the chief bread-winner, not only for all the little round black heads you see around her and for her husband but often for a brother, or for a superannuated father or mother of about 45.

If you go inside the house the husband will bring chairs for everyone, and give you his, to sit on an unmade bed under a holy picture hanging on the scarred, filthy wall.

You will have come in on a well-mannered little group of people doing as well as they can, jammed together in a close,

ill-smelling room, fluttering with hastily and badly washed, damp underclothes, crowded with half-sick, restless babies, and scattered with piles of finished and unfinished trousers and the remnants of a cold dinner, bread-crumbs, banana peels and sour pickle drippings.

On the doors of two or three of the houses you will notice the ravelled strips of rag left by the scarlet fever or diphtheria fumigators. Sometimes a swaddled baby is lying, crying, under the sewing, on his mother's knees. Your hostess, bending over to nurse him, and stitching anxiously at the same time, will say politely to you that it is not very nice there today. But she has had no chance to clean.

Not she nor any other person finishing ten pairs of pants a day—at seven cents a pair—could possibly do very much besides; and she does not dare to stop doing it.

Through two and half days spent with the State Factory Inspectors in this neighborhood you would see almost continuously houses where the standard of living described above typically prevails.

West of the North branch of the river, on Blackhawk and Noble streets, near the St. Stanislaus school and the great Polish Catholic churches, in the most crowded district of Chicago, a great deal of the hand-finishing of ready-made garments is done by Polish women.

Walking along Noble street on a holy day afternoon with the Probation Officer we met one of these workers, an acquaintance, a woman with bright dark eyes and thin, curling black hair, in excellent health and warmly dressed in a brown plush cape, with a little Shetland shawl over her head, on her way to mass. She has a family of six children and her husband earns \$2 a day.

She stopped to ask us about her oldest boy—a wild boy, gone from home several days ago, whom not his teachers nor the police had been able to find. Had we seen



## HOME FINISHING.

Italians six years in the United States. Husband, wife and four children live in four rooms. Wife does pants finishing; twenty, thirty, thirty-six and forty cents per dozen. Sanitary conditions O. K.

Frank? No? Well, she couldn't take care of him at home any longer. He was too bad. It would be better to have him locked up somewhere else, no matter where. We

all spent some wretched silent moments. Frank was a child of less than 14 and this was his own mother.

After a little while we said that I had

been coming to ask her about her sewing, because I was trying to find out what I could about the trade of hand-finishing at home, all over Chicago. Instantly her face relaxed and brightened. Sometimes she could earn 36 cents a day, sometimes she could earn 42. Unlike her Italian neighbors, she was paid by the dozen pairs of trousers instead of by the pair; and her work on each pair was less it seemed than theirs in both quantity and skill. She liked the occupation; and in the course of quite a long conversation on the subject, said, in the tone of one telling a good joke at her own expense, that sometimes "when she got to sewing pants she let the dishes go without wash a whole week."

Among the numberless "home-finisher" in the vicinity whom you might visit, you might call on a very pretty Polish girl of about 18, playing with a very pretty Polish baby in a clean, light rear tenement on Emma street. She is very proud of her baby; and on account of a prosperous husband she is in a position where she sews only when she cares to, which is not very often, making at most about 24 cents a day by finishing pants at 6 cents a pair.

Perhaps the points of view of these two mothers on the subject of "home-finishing" will illustrate as justly as possible the various relations of home wage-earning to housekeeping in that particular neighborhood.

Down near Eighteenth street and Blue Island avenue, in the Bohemian district, stretching east and west of the quarries, another Polish woman is sewing at home, doing far more work for much less money than the girl on Emma street receives.

This worker in the Bohemian district has 5 cents a pair for finishing pants. She not only does on each pair far more sewing than the girl who receives 6 cents, but nearly as much as an Italian woman on Morgan street, who has 15.

For because the industry has no trade organization, the rates paid have absolutely no uniformity nor justice.

Besides, the Polish woman in the Bohemian district near the quarries has three little children. Her husband has been dead two years. Doing her utmost by

sewing from 9 in the morning until 9 at night, in the intervals of hurried housework, she makes 20 cents a day; and the price, which would mean a few extra pleasures to the girl on Emma street, means the hardest poverty for her. But for various kind of hand-to-mouth assistance, strange and unaccustomed to her self-respect, this wage would of course mean starvation for her whole little family.

Near Twentieth street and California avenue, in this same large Bohemian district, there is a region of waste lands, railroad tracks and small frame houses, known among Bohemian school children as "Cesky California." Here we called on a home-worker finishing by machine sewing.

She told us she could earn 60 cents a day by stitching coats at 10 cents each; and she was supporting herself and her little boy of 8, whom she wished to support much better. He was the only one left of eight children born within seven years. She was not very strong, so that she was obliged to stop from giddiness several times a day to lie still for a little while. In this way she would sew until 1 at night. It was a poor way of getting on; but she knew of no method of bettering things, for she knew nothing at all about Chicago, where she had lived beside the railroad embankment for two years, sewing on the machine, as she described.

Indeed, no matter how able or sensible or friendly she may be, a woman earning a wage at home, confined as she is usually within the limits of a foreign household, has no opportunity of learning anything outside of it and works almost always in complete hopelessness of any advance in the field of her labor.

The Bohemian hand-finishing district is very large, reaching as far as the west limit of Chicago, West Fortieth avenue. To this nationality and in this farthest region the most prosperous and most skilled workers in the trade seem to belong.

The highest economic level reached by garment workers at home may fairly be said to be represented typically by a Bohemian family near this neighborhood—a family consisting of a father, mother, six children and a sister-in-law, all now in



good health and living in a mortgaged house of their own, scrupulously clean.

In three years they have saved \$600, in-

ing till after 10 at night. The sister-in-law, though now well, has not, except when she was in bed, stopped her work for anything



DEMAND THE UNION LABEL AND KEEP THE CHILDREN IN SCHOOL.

vested in this house, with a \$1,500 mortgage. But the father and the sister-in-law stitch from before 6 o'clock in the morn-

ing till after 10 at night. The sister-in-law, though now well, has not, except when she was in bed, stopped her work for anything else even during the long periods while she has been ill with erysipelas. All the children help before and after school, stagger-

ing down-town with heavy piles of coats; and the mother sews whenever she is not cleaning or cooking.

On the West Side along Halsted street, for a mile south of the Blue Island avenue intersection, at about 5 o'clock, you will notice old women and young women and little girls walking along the pavements with high piles of clothing on their shawled heads.

Among the many neighborhood households where these piles of clothing go are the orderly rooms of an English-speaking Italian woman with two children of about 10 and 12, one of them, her little girl, at home from school, pale and ill with an open tubercular gland.

Her husband, just recovering from an illness, has been unable to find work; and the only regular daily income at present of these four people, with their little girl in life and death need of eggs and milk, is 30 cents, the price paid here for finishing the dozen pairs of pants the family can send out when the little boy sews on buttons, and the mother works till midnight.

Some of the piles of clothing go to a very old, childless couple living, with a Maltese and a tortoise-shell cat, practically under the sidewalk on Jefferson street, in the cellar of a tumbling shanty. The cold comes sharply through the thin siding; and there is literally only a plank between the damp Illinois marsh and these four breathing, if scarcely living, creatures.

The old lady, with a black crocheted shawl over her rough white hair, and a face cruelly lined with hardship and submissiveness, has only one thin broken shoe and a boy's boot. She and her husband, a large clumsy old Italian, with a gray beard, sew together all day on knee pants to earn about 30 cents. But they are not always able to find work and they pay \$6 a month rent. These "home-finishers" seemed in some respects to be in the hardest luck we had yet encountered.

Perhaps the most hopeful moments we experienced with anyone of that trade in Chicago occurred during a visit to an Italian hostess, who had a new baby and whose husband had work. She offered us some candy and nut-paste left from the

christening feast; and said that, what with the washing for the baby and all, they had decided she wasn't going to do pants-sewing any more. It was too hard on everyone. At this, the breath of relief itself, blew on everyone, and we all ate infected christening candy in peace and pleasure.

In thinking over these, and the other home-finishers more or less like these in economic condition, all over Chicago, near St. Stanislaus church, near the quarries, in "Cesky California," on the Northwest Side, and in the Greek-Italian neighborhood, you will ask yourself, what was the most ameliorative feature of the whole scattered, unfocused situation, for its future?

You will ask this question of the State inspectors, the trained nurse, and doctors, the truant and probation officers, the members of the Woman's Trade Union League, and the teachers in public schools and settlements who have at different times accompanied you on your visits, and who have for years watched from different points of view the various forms of social waste involved in the home-finishing industry.

You will hear, and will think yourself, that the conditions of that industry might be improved if a sanitary license were required for pursuing it, and more factory inspectors were appointed, so that the state office might have the means of knowing the number and locality of the home-finishers and larger facilities for proceeding against the spread of contagious disease by these means; if a trade union were organized among home-finishers so that their present payment might be more justly regulated than it is at present; if an Italian employment bureau were established so that Italian workmen could find work without first paying a padrone; and if the building laws were fully enforced in every district in the city.

But even supposing that these measures were carried out, still every home-finisher, bearing, nursing and taking care of her children and at the very same time and place trying to earn a wage, would always be overborne to the very farthest limit of human endurance.

These greatly needed measures for pub-

lic sanitation, and for the income of the "home-finisher's" family, would help her, herself, only indirectly, and mainly by paving the way for the city's doing what was done by the Italian workman who turned factory labor out of his own house, where it was an unnautral intruder, back to the factory, which was its right and normal habitation.

According to the most careful wisdom

the writer has been able to assemble on the subject a really vital improvement in the present "home-finishing" field will finally be realized only through a municipal ordinance abolishing garment-making, in whole or in part, for purposes of trade from the dwelling houses where, while it stays, it must inevitably struggle to down all the human comforts of the worker's family life.

## The Human Side Of The Work Shop.

*"And the right of a man to labor and his right to labor enjoy  
Not all your laws can deny that right, nor the gaies of hell destroy."*

BERTHA POOL.

*Charities and The Commons.*

**E**VEN her voice was commonplace. There was no helpless droop to the square little figure sitting bolt upright on the stiff kitchen chair. Blue glasses hid whatever intelligence there might have been in her large dark eyes, square determined chin, gray unhealthy skin and low forehead with light colorless hair brushed neatly back and twisted tightly in a stiff knot.

"Ever since the doctor told me," she said in an even monotone, "I've sat here thinking. Keeping company with myself I call it, and when a woman has lived all of twenty-two years and had a boy like my Billy, she's got something worth thinking about."

The light from the small window fell full on her stolid face. The door was open, but very little air penetrated the narrow alley and into the dark basement room.

"My mother was a factory girl, too," she went on quietly, "and I guess she felt about her baby same as I feel about Billy. Only there wasn't a higher wage for dangerous machinery then and a woman had to work overtime when she wanted to save money. Poor mother! She never had her baby after all.

"At fourteen I went to work in the fac-

tory. Perhaps if I'd had some of the time I've got now I'd have thought more and things would have been different. I don't know. I loved Jim, and he loved me. It's only for Billy's sake I wish there'd been a ring.

"You'd have thought Jim would be crazy over that kid. He was the cutest baby, with little pink toes and one brown curl soft in his neck. I never could keep my hands off that curl. But Jim was mad. He left town 'bout that time, and I've never seen him since. I didn't mind for myself, but I think he ought to have stuck by the kid.

"I went back to the factory after that. They paid me six dollars a week. It wasn't much for three people, but I'm not over quick and it was all I was worth, I guess. Father minded Billy, so we got along pretty well.

"How that boy grew. He was the smartest kid, and quick— When he was a year old he could creep anywhere. There was a home in the country that would board him for two dollars a week. It would be better for Billy to grow up there where there's trees, and flowers and grass, than here in the basement with me, but two dollars—I worried a lot about that money. The night I got a job at the corner fac-

tory, I guess I was the happiest woman in Chicago.

"Yes, I knew the work was risky, but do you suppose I cared about danger when seven dollars a week meant swell air and country for Billy? The long close room meant a field of green cool grass—the noise of the machines, meant birds singing, and the hot acid smells, meant growing things—all for Billy.

"The work itself wasn't hard. They didn't have no guards and sometimes the acid burnt my hands and splashed up in my face. But there was nobody to care but Billy, and he didn't mind the marks.

"It was the day of our last half holiday. My, but it was hot! I had been working three months then, and that afternoon I was going to the country. My ticket was in my pocket, and I felt it for sure more than fifty times that morning. I was going to lie on the real grass and hear the real birds sing and smell the real growing things—I was going to see Billy. But you have to have a kid to know about that part of it.

"Perhaps I was too quick, but all of a sudden I felt a stinging in my eyes and then the next thing I knew I was in a dark room and there were cool cloths on my eyes and a nurse was talking to me.

"That was three months ago. The doctor pretended at first that it was going

to come all right, but I think I always really knew. It wasn't much of a shock when he said, 'Blind for life.'

"The factory lawyer came to see me yesterday. He says they're insured against liability, whatever that means, and I've got to sue a big insurance company, that's got I don't know how many millions, but enough to beat me, I guess. He wants me to compromise and drop the suit. I asked him if he'd sell his eyes for twenty-five dollars? Why, I'd give that for just one look at the dimples on Billy's back.

"No, I'm going to fight, and fight hard. Oh, there's no chance to win, I know that well enough. It's for the other girls I'm doing it. As long as the factory thinks eyes can be bought for twenty-five dollars, they won't do any different. We're all a machine with them, and when a part gets broke they buy a new part and what can't be used is thrown away. But Billy is thrown away, too. He's got to come home tomorrow and grow up in the basement like me. Don't seem fair somehow."

There was a break in her monotonous, even voice, and her square stolid face was buried suddenly in her red, hard worked hands. The determined, upright figure rocked back and forth shaking with great silent sobs. The jerky notes of a hand organ came in through the open door.

## The Living Wage.



**W**HENEVER we consider the question of a living wage we want to ask ourselves what it is we mean by that term and try to define it clearly. Briefly then I would say that a girl who is putting her strength and her ability into her work, whether that be at a skilled trade or as an unskilled worker, should be entitled to earn a sufficient wage to make the following conditions possible:

A room to herself; food to produce healthful living and efficient work; simple clothing; a chance for rest and recreation

after the day's work and on Sundays; time and opportunity for friendships; a two weeks' vacation into the country and a possibility to save for emergencies by putting aside a certain sum each week. How large the wage must be to meet these conditions depends in a measure on the cost of living and I think that the following estimate will be considered a fair one for the cost of living in Chicago:

### THE WEEK'S EXPENSES.

|                     |        |
|---------------------|--------|
| Rent for room ..... | \$2.00 |
| Car fare .....      | .60    |
| Breakfasts .....    | 1.05   |

|                     |        |
|---------------------|--------|
| Lunches .....       | .70    |
| Dinners .....       | 2.10   |
| Laundry .....       | .50    |
| Clothing .....      | 2.00   |
| Savings .....       | .25    |
| Dues .....          | .10    |
| Vacation Fund ..... | .40    |
| <hr/>               |        |
| Total .....         | \$9.70 |

This estimate does not include incidentals like soap, medicine, daily paper, mendings, etc., nor possible emergencies like sickness. Neither does it take into account church affiliations, the privilege of giving to some friend in need, the right of recreation in books, the right to an additional car fare on Sundays or evenings for the sake of a visit, a visit to the theater, etc. It should also be remembered that the laundry item will be very much larger than fifty cents a week during the summer months, when shirt waists must be worn and a clean one is almost a necessity every day in the week. It is very true that many girls wash and iron their own shirt waists as well as other clothing, but this means that they take the time evenings and on Sundays; the latter day being also generally used for the week's mending. It is futile to think of life isolated from family obligations, from joy in friendship and comradeship. The demand that life be set to a fine issue is the normal demand that to all be given the opportunity to work out every gift of nature and to live out every faculty of mind and heart and body.

Of course it will be objected that many girls live at home and, therefore, do not have to meet many of these incidental expenses. There are two answers to be made to this statement. In the first place thousands of girls living at home share the family's expenses and pay their quota into

the family treasury. Their expenses, therefore, are every whit as heavy as those of the girl who lives alone and the family obligations are more keenly recognized and therefore more likely to be met than if the girl lives away from a home life. But when the fact that the girl lives at home is given by the employer of the large factories or department stores as a reason for low wages, then we ought to remember and insist upon its publicity that the fathers or brothers or husbands who support these girls are the silent partners of these merchants. The silent partners are those who furnish capital to a business but have little or no participation in its management and it would be well for the working men to ask themselves if they could not find a more profitable investment for their capital than by furnishing the means of support to their daughters whose work entitles them to a self-supporting wage.

When we ask ourselves how best to obtain this living wage, we are sometimes met by the answer that education, by increasing the efficiency of the worker will also increase the wage, but it must not be forgotten that some of the most miserable wages today are paid the skilled worker in the sewing trade. Again we are told that legislation may secure a minimum wage, but in America legislation thus far, has remained an ineffective factor. No doubt the ballot in the hands of the working woman will be one of the most decisive methods by which she can command a hearing, but the greatest immediate opportunity and one within her reach is organization. The strongest force today helping wage-earning women obtain just remuneration, normal working hours and conditions which make healthful living and efficient work possible, is the trades union organization.—*Margaret Dreier Robins.*



# THE FIRESIDE

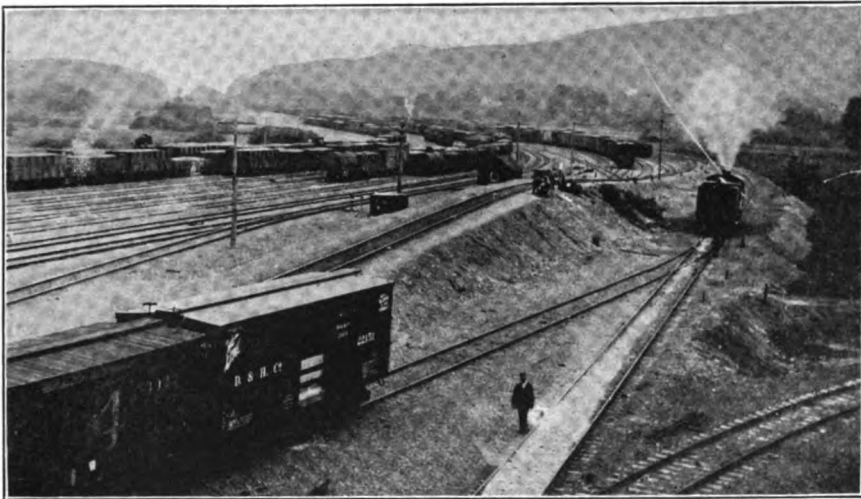
This Department is open to all women friends of the Brotherhood.

## A Ride Over The Hump.

The Delaware & Hudson Railroad has just completed the construction of a new yard in Oneonta, N. Y. It is an up-to-date one too. Lighted with electricity and containing many new and improved methods for handling freight and keeping it from becoming congested and long delayed, one of those being the Hump. This mode of switching has been adopted by a number of the larger railway systems and has proven to be a success; so, while it may not be new to all of the readers of the JOURNAL, I dare say it will be of interest to

on its downward trip. There was a man to ride each car and we readily saw it was up to him to make the right kind of a stop. There was also a switch-thrower, provided with a switch list, to turn the switch and throw the car into the track designated.

Seeing all this work being done so easily, gave us the desire to ride over the Hump, notwithstanding that only a little way from where we stood were two cars piled almost in mid air as the result of a morning's work on the Hump. Permission was finally given us and we sorted out from the long line of cars a rather clean looking gondola,



D. & H., YARD, ONEONTA, N. Y.

some, and I am going to describe a ride which I took over it, accompanied by two Auxiliary sisters.

We had heard much talk among our husbands about the Hump, and as the work of all three was in some way connected with it, we decided to see for ourselves this wonderful Hump.

We found it to be a long piece of track, gradually rising from both ends towards the center, which was elevated about twenty feet or more. The engineer doing the switching received his signals from a big automatic signal operated by the foreman, who stood up in the center of the Hump and slowly cut off each car as it came up and started

and, as the boys say, "loaded on." Slowly we began to ascend the track; reaching the center the foreman cut us off and away we were going over the Hump.

Over our heads the soft summer skies never seemed prettier and the cool breezes fanned our cheeks as we rolled on towards track number seven. Each of us felt a genuine thrill of satisfaction in knowing we were facing danger and in being where we did not belong, but we were going over the Hump just the same. Somebody called out, "Let them go, Bill!" and we clung to the side of the car for dear life, but "Bill" did not

intend to let them go, as he had quite an interest in one pair of blue eyes that were beaming with excitement over the ride. Gradually the wheels slackened their speed under the pressure of the brake that "Bill" was applying industriously; slower and slower ran the car, finally stopping altogether. "Unlcad!" shouted "Bill," and our ride over the Hump had passed into history.

MRS. GRANT BATES.

### A Floral Fund.

I want to bring before the members of the Ladies' Auxiliary the subject of floral funds. It seems to me each lodge should create and maintain a "floral fund," and undoubtedly many do. A unique idea which originated with No. 110 has been adopted by several of our sister lodges and is conducted as follows: In starting, a sister either purchases an interesting souvenir, or does some artistic needle-work, the actual cost of which does not exceed twenty-five cents. This is presented to the lodge. As we pay our dues the last meeting in each month, we have our drawing the

first meeting. All the names of the members are We have good reports from others who have started to get subscriptions.

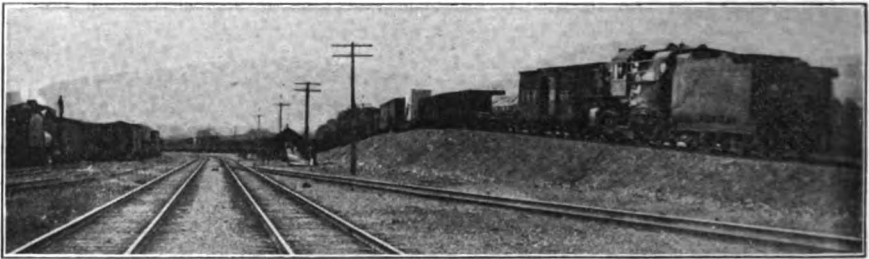
The women spend the greater part of the money and if they will only make the effort for subscriptions they will have little trouble in getting them.

We hope to have the JOURNAL of interest to everybody. If we can get it in circulation among those who do not understand our organization it will assist to make us acquainted. We earnestly request our lady friends to do what they can to get subscribers.

Christmas will soon be here and what will be more appropriate than a splendid watch? We offer three kinds. It is the personal labor put into the gift that makes it the more appreciated. An emblem, ring or charm is always welcomed.

Let us have the assistance of our lady friends and if we do the JOURNAL will have an outside circulation that is worth while and the Brotherhood will get acquainted with those who do not know what an excellent institution it really is.

Look at the prizes in the advertising pages. All good values.



D. & H., HUMP YARD, ONEONTA, N. Y.

written on separate pieces of card board and as the names are called by the Secretary each sister who has placed five cents in the collection responds by saying "present." The names are then placed in a basket and well shaken by the Conductress. The Secretary then draws from the basket a name. The sister whose name is drawn is presented with the gift which is then undone and shown to all the members. The sister who draws presents the next gift, and so on. In our early days it was exceedingly hard to keep our funds equal to the demands, but by this method, after a few years experience, we have a fine floral fund and do much good among the sick members of the B. R. T. and Auxiliary. I hope some sister in each lodge will try this and thus begin a good work.

PRESS COMMITTEE, No. 110.

### Our Lady Friends At Work.

The JOURNAL is pleased to announce that there are a few of our lady friends at work for the JOURNAL. Sister Bob Howard has won a Standard Watch by her efforts. This makes two for her.

### Brownsville, Pa.

Augusta M. Statzer, First Vice Grand Mistress, of Erie, Pa., organized at Brownsville, Pa., on September 23 and 24 an Auxiliary to the Brotherhood of Railroad Trainmen which will be known as Ida Saxton McKinley Lodge No. 201.

The lodge starts with twenty charter members and will meet the first and third Thursday of each month at 2 and 8 p. m. in the Knights of Malta Hall over the National Deposit Bank.

Yours very truly,

MRS. MARY L. McVAY.

### Wages In France.

A recent report to the State Department on the cost of living and the wages paid in France will not induce any emigration of American workmen to that country.

Mechanics of all classes in France, such as carpenters, plasterers, blacksmiths, etc., receive from \$1 to \$1.20 a day. High-grade machinists receive a little more. In Paris the wages are a

little higher than in the provinces, but not much. Common laborers receive from 40 to 50 cents a day, dressmakers and milliners 40 cents. Until the new ten-hour law went into effect, a few months ago, the laboring man worked twelve hours a day. Women are not now allowed to work at night and child labor is prohibited.

Mechanics are obliged to serve an apprenticeship of two or three years, during half of which time they receive no wages and board themselves. In addition to this, each man must give up two years of his life for military service, for which he receives one cent a day and board and clothes.

It will be seen that every mechanic in France must spend four or five years of his life without wages before he is prepared to earn 97 cents to \$1.20 a day.

The price of meat averages higher than in this country. Fillet of beef, 50 to 70 cents a pound; rump steak, 27 to 35 cents; veal, 20 to 35; mutton, 20 to 55. Some of the very lowest grades of meat, mostly bone and gristle, bought by working people to make soup, 10 to 15 cents; horse meat, 12 cents a pound. Flour, all wheat, 7 to 8 cents; flour, not all wheat, 4 to 5 cents; butter, 40 to 50 cents; cheese, 30 to 40 cents, and a cheaper quality for working people at 8 cents; eggs, 48 cents a dozen; wood, \$12 a cord, and coal, \$8 to \$9 a ton.

## The Torch.

THEODOSIA GARRISON.

Lord, let me be the torch that springs to light  
And lives its life in one exultant flame,  
One leap of living fire against the night  
Dropping to darkness even as it came.  
For I have watched the smoldering of a soul  
Choked in the ashes that itself hath made,  
Waiting the slow destruction of the whole,  
And turned from it bewildered and afraid.  
Light me with love—with hate—with all desire  
For that I may not reach, but let me burn  
My little moment in pulsating fire  
Ere yet into the darkness I return,  
Be it for guard, or menace, peace, or sword,  
Make me thy torch to burn out swiftly, Lord.  
—*The Metropolitan Magazine* (June).

## The Railway Flagman.

A dreary stretch of barren track the flagman's  
only view;  
On either side, God's world so wide; above, the  
sky of blue.  
Yet tho' with wonders beautiful this world of  
ours be starred,  
He must not heed, or hearts may bleed because  
he failed to guard.  
  
He may not watch the shifting clouds, and how  
they come and go;  
The stars o'erhead upon him shed their softest  
radiant glow,

And summer breezes, cool and sweet, around the  
flagman play,  
But all in vain; from track and train his thoughts  
refuse to stray.

We can see the rippling waters dance in many  
a little stream;  
The pebbles white, a beauteous sight, in the  
golden sunshine gleam;  
We can see the clinging ivy in the leafy wood-  
lands twined,  
But to beauty, not to duty, must the flagman's  
eyes be blind.

One instant's relaxation on the flagman's part,  
and you  
Who careless ride, since those who guide the train  
are tried and true,  
May find yourselves in the throes of death, with  
no one near to aid;  
Your lives depend on your unknown friend, the  
flagman unafraid.

In the roughest wintry weather, just as in the  
summer sun,  
He does his best, nor stops to rest until his work  
is done.  
'Tho' the wind blow cold about him, and chill him  
to his heart,

Still must he stand his flag in hand, for this is  
the flagman's part.  
Then give one thought to the flagman, and pray  
that he may not fail  
In the watch he keeps, while others sleep, nor  
dream of the men of the rail.  
And we trust that the railway flagman, when his  
work on earth is done,  
May be called above by the God of Love, to flag  
on the Heavenly run.

MISS LYDIA M. DUNHAM,  
Lehigh Tannery, Pa.

## Labor's Battle Royal.

Nature starts all her children, rich and poor,  
physically equal. This, broadly speaking, is the  
opinion of many leading physicians. If the num-  
ber of children born healthy and strong is not  
greater among the well-to-do classes than among  
the poorest, then it presents to us a very signifi-  
cant fact which completely revolutionizes many  
notions as to the great disadvantage of being born  
in the tenement.

What happens to the tenement child after its  
birth is quite another story. Nature is not re-  
sponsible for that. She has done her best. If  
poverty or indifference or ignorance or sin bight  
her fair work, she stands uncondemned. But  
nature is not content in accepting a position in  
which she is simply exonerated. The violation of  
her law is followed by an unforgiving pursuit,  
until the full penalty has been inflicted, for with  
nature there is no forgiveness of sin. And nature  
makes no class distinctions.

This equality at birth does not long favor the  
child of the slum and the tenement. Vital sta-



tistics quickly prove this statement, for the burden and the penalty of poverty and its accompanying evils fall most heavily upon the child. The lack of proper nourishment, of suitable clothing, of healthy sanitary conditions, make life precarious for the babe who must suffer on account of their absence.

When such a state becomes chronic, the chances for life are exceedingly small. Death's scythe sweeps relentlessly through the ranks of little children, whose cry for food has chilled a thousand mothers' hearts. Then are hushed a thousand babies' voices, who suffered long because there was no skillful hand to nurse, and no healing draught to cure.

There is no battle more royal than the saving of the child. To bring color to the wan cheek, to bring brightness to the dulled eye, to so much as bring a smile to the face that already bears the mark of pain and suffering—this is a task worthy of the best that is in any man.

To organized labor has this work been given. No other mission can ever mean more than this. Strong should be the support given the trades unions in their endeavor to blot out the curse of child labor. And blighted should be every arm that is raised in protest against the warfare which means the salvation of little children from a bondage that is crushing out life and hope.—Rev. Charles Stelzle.

### Counterfeit.

There was a man who always raised

His voice in dull complaint,

There was nobody whom he praised—

Not even the saintliest saint;

He stalked through life with ponderous mien,

And with superior speech.

He criticised with air serene

'Most everything in reach.

And people, as his voice they heard,

With one accord gave ear;

They lingered on his every word,

His logic oft was queer,

And still he talked, quite undismayed,

And men approved of it.

For folly, seriously displayed,

Oft passes as true it.

—Washington Star.

### The Lost Spirit.

C. A. PRICE.

Where art thou fled, O Spirit of Delight?

I knew thee once in every passing throng,

Ever I caught a fragment of thy song

Or saw afar thy vesture flutter bright

No way was then without thee; but for long,

Search as I may, thou still evad'st my sight,

O heaven-born Spirit! hast forsok' us quite?

Thou wouldst not do the earth such grievous wrong!

Thy sister, Mirth, is here; but she has loosed

The fillet from her hair, unbound it flies;

Jangled the laughter is that rang so sweet;

And she, whose step was seemly when she used

To be thy comrade, now a menad hies,

Her shrill jests echoing from street to street.

—Scribner's Magazine (June).

### Statement Of Claims.

Port Huron, Mich., Oct. 1, 1907.

Previously paid .....\$302,665.58

Paid Since Last Report.

|     |  |           |
|-----|--|-----------|
| 749 | T. M. Sullivan, Gdn., Chicago, Ill. .... | \$ 500.00 |
| 750 | Frank Brown, Hallstead, Pa....           | 500.00    |
| 751 | Jacob Sinn, Tamaqua, Pa.....             | 500.00    |
| 752 | J. P. Mooney, Conneaut, O.....           | 500.00    |
| 753 | Harry Stone, Los Angeles, Cal.           | 500.00    |
| 754 | Susan Ivey, Augusta, Ga.....             | 500.00    |
| 755 | Geo. Watson, Lehighton, Pa....           | 500.00    |
| 756 | L. J. Gay, Windsor, Ont.....             | 500.00    |
| 757 | Elizabeth Prideaux, McKeesport, Pa. .... | 500.00    |
| 758 | Alexander Tees, Montreal, Can.           | 500.00    |
| 759 | A. C. Harper, Temple, Tex.....           | 500.00    |
| 760 | Jas. Powers, Greenfield, Mass...         | 500.00    |
| 761 | Michael Hayes, Salamanca, N. Y.          | 500.00    |
| 762 | Wm. Bowen, Baltimore, Md....             | 500.00    |
| 763 | Samuel Schamel, Brunswick, Md.           | 500.00    |
| 764 | Elmer Hinkel, Philadelphia, Pa..         | 500.00    |
| 765 | J. J. McCabe, New York, N. Y.            | 500.00    |
| 766 | Harry Baker, Zanesville, O.....          | 500.00    |

Total .....\$311,665.58

Deaths Since Last Report.

Catherine Steese, of Lodge No. 251, died September 2, 1907.

Annie B. Clark, of Lodge No. 69, died August 27, 1907.

Clara Swain, of Lodge No. 111, died August 28, 1907.

Mina M. Williams, of Lodge No. 6, died September 1, 1907.

Julia Moore, of Lodge No. 153, died September 5, 1907.

Lillian Isaacs, of Lodge No. 182, died September 7, 1907.

Anna Goundrill, of Lodge No. 167, died September 9, 1907.

Kate Bentz, of Lodge No. 310, died September 11, 1907.

Nanny E. Sullivan, of Lodge No. 12, died September 5, 1907.

Lizzie Armstrong, of Lodge No. 166, died September 12, 1907.

Julia Tierney, of Lodge No. 138, died September 22, 1907.

AMY A. DOWNING,  
G. S. & T.

# TRAIN RULES AND KINDRED SUBJECTS

Send all inquiries to H. A. Dalby, Naugatuck, Conn.

## From A Dispatcher.

We have received a letter from a dispatcher of many years experience, in which he speaks of some of the subjects discussed in the JOURNAL. We quote some things which he says.

**IMPROPER ORDERS.**—"Judging from some of the questions you receive it is surprising the manner in which some dispatchers issue orders. Take for instance Question 177 in the July JOURNAL in which No. 220 gets an order to meet No. 5 at D, then gets another to meet 1st 5 at C and 3d 5 at E and then a third order saying that Order No. 2 is annulled. If a lot of trainmen and dispatchers can work day after day with such orders as these and not get mixed up on them it is pure good luck rather than good management or superior intelligence. I think conductors and enginemen ought to kick if they get these orders as a regular thing. They are too confusing. Men have not time to figure them out and when dispatchers change, the one coming on duty is liable to make a mistake if he has 25 or 30 orders transferred to him with some of this kind in the bunch. I never use Form P (the superseding form) and especially I never would make more than one supersedure. If you have more than one change to make the whole business should be annulled and new orders sent."

We are very glad to hear this from another dispatcher. We think it is just right and we believe the practice could be done away with if conductors and enginemen would bring the matter to the attention of the dispatcher or other officer.

**THE "19" ORDER.**—"We use the 31 form

of orders to restrict the rights of trains and only use the 19 to confer right as you explain in the August number. We have never considered it safe to restrict a train's rights with a 19 order. Of course, with the clearance card or the middle order, or both, it would be an additional safeguard, but the question of properly placing the responsibility in case of failure or oversight must be considered. In regard to the clearance card, the operator could give the order number to the dispatcher before filling in the blank form or the trainmen might accept the order without the card. Then the dispatcher might not check the number properly. If the middle order should be in error it would cause confusion as, of course, every additional order causes additional liability of danger. For these reasons we keep to the old practice in single track work and use the 31 for the superior train."

We presume these views represent the opinion of a great many men and yet we know of many others who favor doing away with the 31 form altogether. On some of the best roads in the country it is not used at all. Every one will admit that the 31 order requires a great deal of time in signing, completing and delivering. With the long, heavy trains now being hauled it consumes a great deal more time than it did when trains were short and light, so that the conductor did not have far to travel between the engine and caboose and when the train could be more easily stopped and started.

Where the 19 is used for the superior train the prescribed method must be scru-

pulously carried out according to rule just the same as any other set of rules. This is essential in every case. The rules seem to cover everything so thoroughly that unless they are violated it would seem that every point is safeguarded just as in the case of the 31. When the dispatcher tells the operator to copy orders the latter replies that his red is displayed. He cannot change his signal to clear until the orders are delivered or annulled. When the engineman sees the red signal he cannot leave without a clearance card. The clearance card must show what orders he is to receive. The operator must put the numbers of the orders on the clearance card before he checks them over with the dispatcher. The dispatcher must see that all orders are mentioned just the same as though he got the signature of the conductor on each one. He must repeat these numbers back to the operator. The conductor and engineman must get the orders called for by the clearance card or find out the reason why. The operator stands on the platform ready to deliver the orders and if the engineman should attempt to run by the signal, the operator can use additional means to stop the train while if the 31 were used he would sit in his office and very likely be unable to prevent a disregard of the signal. Rules of any kind can be violated and trouble may follow. It would seem that trouble could only arise from this procedure if the rules were broken. The same applies to the middle order. If handled according to rules it cannot be denied that it adds to the safety of train movements. It is a significant fact that many roads now require the middle order in all movements whether the 31 form is used or not.

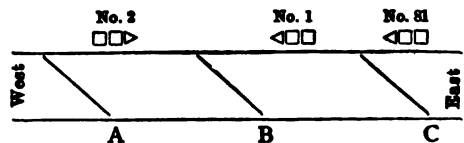
As we have said before, we believe the 19 order is largely superseding the 31 for the superior train and will continue to do so. Traffic has become so heavy on almost all single track lines that every means that are safe must be employed to save time and those who use the 19 order exclusively claim that it is entirely safe when accompanied with precautions such as we have described.

**DOUBLE TRACK RULES.**—"Referring to Question 172 in the May JOURNAL where

an order was given for No. 2 to use west bound track H to C with right over all west bound trains, the writer of the question asking if an extra west could go to E for No. 2 if it had time to make that station, would say that on this system there are two interpretations of such an order. One is that an extra can go to an intermediate station if it has time, although as you say, this is not in accord with the Standard Code rule. The other understanding is in accord with the rule and would not permit the extra to leave C. The Standard Code rule is probably made in the way it is for the reason that in most cases the passing sidings are located so that they will not conform to reverse movements unless center sidings are in use making a siding for trains in either direction. There is also a great lack of train registers and the arrangements for all movements depend entirely on the dispatcher."

Our correspondent in speaking of the two interpretations of the order given in Question 172 must mean that each understanding applies to one part of the system on which he works. It cannot be that there are two interpretations on the same district or division. Possibly, as he suggests, the arrangement of the passing sidings makes some difference in determining whether the train may go on a limited time to clear a superior train. Whatever the reason, it seems clear that the Standard Code rule prohibits an inferior train moving from the point last named in the order until the other arrives.

A case recently happened on a double track road where this rule was brought into use which presented a curious contrast in the rights of the trains concerned, although the action of each was authorized by the rules. The location of the tracks and trains is illustrated in the following diagram:



Trains run on the right hand track, even numbers running east. According to the

practice on all roads, where it is possible the crossovers are arranged so that the switches are trailing points when trains are running on their own tracks. Nos. 1 and 2 are first class trains and No. 81 is a third class. No. 2 has orders to run on the west bound track from A to C with right over all but first class trains. At B there is no passing track, only the crossover to the other main track. Under this order No. 2 could go to B for No. 1 if it could clear its time, but according to the rule under D-Form R No. 81 could not go to that station for No. 2. It will be seen that in this situation the siding facilities at B would make it entirely practicable for No. 2 to go there to meet No. 1 (No. 2 taking the crossover) while for No. 81 to go there for No. 2 would perhaps be impracticable for the reason that the former would be compelled to run by and back in on the crossover. It is probable that rulings on different roads in regard to inferior trains making certain points for superior trains are governed largely by the side track facilities as indicated in this example. It is also probable that the Standard Code rule is not followed in some places where a deviation is practicable and will assist in facilitating train movements.

#### QUESTIONS.

202.—“Please tell me what time I am to protect against Extra 1611 on this order: ‘Work extra 1031 will work 7 a. m. until 7 p. m. between A and B protecting against Extra 1611 west and against all other extras west after 8:30 a. m. and will protect against all extras east.’ I said I did not have to protect against Extra 1611 until after 8:30 a. m. the way the order reads, as it is one continuous order and there is no punctuation after the mention of Extra 1611 west.”—C. H. C.

ANSWER.—This is another example of a poorly worded order, the kind that we have many times uttered our protest against. The evident intention is to have you protect against Extra 1611 from the time you begin to work, but it does not say so. Your interpretation is correct as the order reads, but if you accept the order, safety would demand that you protect immediately against Extra 1611.

The order should read like this or some-

thing similar: “Work extra 1031 will work 7 a. m. until 7 p. m. between A and B protecting against Extra 1611 west after 7 a. m. and against all other extras west after 8:30 a. m.” etc.

203.—“No. 22 is a first class train and runs from A to C. B is shown on the time table as a terminal for all trains. No. 22's arriving time at B is 1 a. m. The leaving time is 3 a. m., giving it two hours at B. The engine on No. 22 breaks down before they arrive at B causing them to lose their schedule and they have to flag to B, arriving there at 1:30 p. m. No. 22 is ready to leave B at 2 p. m., making it only 11 hours late out of B. Now, has No. 22 a right to leave B on the same schedule after having once been dead? Some claim that it has, as B is a terminal for all trains. I claim that after having once been dead it cannot run as No. 22 of that date. Am I right?”—C. A.

ANSWER.—A time on a schedule is in effect until it is 12 hours late unless it has been used by a train or is annulled. A train can leave B at any time up to 3 a. m. no matter whether the schedule has been used from A to B or not, and no matter if some train has died on the schedule before reaching B. The schedule is one thing and the train is another.

Judging from the description B is a division or a district terminal and the train crew only runs that far. If this is true the crew that leaves B is in no way affected by anything that might happen to the crew running toward B.

The same rule would apply if B were an intermediate station and the same crew ran from A to C. This point should be noted, however; the crew after becoming 12 hours late has lost the use of that schedule and cannot take it up without orders, although we see nothing in the rule which would forbid the dispatcher giving them an order to use the same schedule leaving B if they could do so within 12 hours of the leaving time.

This point was not very clear in the old Code, but is provided for in the new one by Rule 82, which reads:

Time table schedules, unless fulfilled, are in effect for 12 hours after their time at each station.

Regular trains 12 hours behind either their schedule arriving or leaving time at any station lose both right and schedule, and can thereafter proceed only as authorized by train order.

This provides for both the schedule and the train, as above described.

204.—“On this division, which is double track, No. 10 is a first class train and No. 120 is a second class train, both east bound. Both receive the following order at B: ‘To Conductor and Engineman Nos. 10 and 120: No. 10 has right over all trains on westward track from B to D.’ No. 120 is running on its own track, east bound. They leave B ahead of the time of No. 10, but on arrival at C have not time to make D and clear the time of No. 10 at that station. Have they a right to run ahead of No. 10 to D? Some of us here think No. 120 should have an order to run ahead of No. 10 to D.”—C. P. M. D.

ANSWER.—We should say this question can be answered by the third paragraph under D-Form R, which is this: “An inferior train between the points named moving with the current of traffic in the same direction as the designated train must receive a copy of the order, and may then proceed on its schedule, or right.” It would seem from this that the object in giving the order to the inferior train is to authorize it to use its own track regardless of the superior train, which is thereby instructed to run on the opposite track between the points named. For other trains on the east bound track it is equivalent to an annulment of No. 10 between B and D. No. 10 could not again run on its own track without first giving the order to those inferior trains which had received the previous order.

This would be our understanding, although there may be contrary instructions on some roads. Can any one give further light on this situation?

205.—“Please give us a ruling on the following orders. At Aikin Engine 253 gets an order which reads: ‘Engines 252, 239 and 253 will run as 1st, 2d and 3d No. 60 Aikin to Byron.’ At Stockton he receives the following order: ‘Engine 241 will run as 1st No. 60 Stockton to Byron. All other

sections change numbers accordingly.’ Stockton is between Aikin and Byron. We contend that Engine 253 needs new running orders, but our dispatchers say not. Which is right?”—L. F. C.

ANSWER.—We assume that it is the intention for Engine 241 to run as 1st 60 and the other three engines to run as 2d, 3d and 4th, respectively. If this is correct and the order is otherwise acceptable we see no reason why Engine 253 should have a new running order any more than any of the others.

But the second order is not according to any form of which we have any knowledge. It might possibly be inferred from the new Standard Code but there is certainly nothing similar to it in the old. The revised code provides a form under the title, “For Changing Sections,” which is as follows: “To add an intermediate section the following modification of example will be used: ‘Engine 85 display signals and run as 2d No. 1 N to Z. Following sections change numbers accordingly.’” The explanation following directs that “Engine 85 will display signals and run as directed and following sections will take the next highest number.” But it should be noted that this form is “to add an intermediate section.” Running a section ahead of all the others could hardly be termed “adding an intermediate section” unless the meaning of the word “intermediate” were stretched by authority of the proper officer. As the form reads we should say an intermediate section is one inserted between two already existing.

Under present rules our opinion is that the only form authorized by the rules would be to annul the original order and issue a new one.

206.—“Westward trains are superior in direction. Even numbers run east and odd numbers west. I follow No. 28, first class, out of A, which is a terminal. When I get to C I find No. 28 in to clear on passing track. Have I the right to proceed ahead of No. 28?”—F. A. L.

ANSWER.—If you are on a train of the same class, yes; if on a train of inferior class, no. Your relations with No. 28 are the same whether you see it at the initial point or at some other station,

# THE BROTHERHOOD

There is no free list.

Send all remittances for subscriptions to the Grand Secretary and Treasurer. See Section 30 Constitution, Grand Lodge.

Letters for this department must be written on one side of paper only, written with ink and must be at the office not later than the 12th of the month to insure insertion in the next number.

All changes of address, communications pertaining to the Journal, etc., should be sent to the Editor. Do not send resolutions.

When the Journal does not reach you, immediately give us your name, correct address and the number of your Lodge.

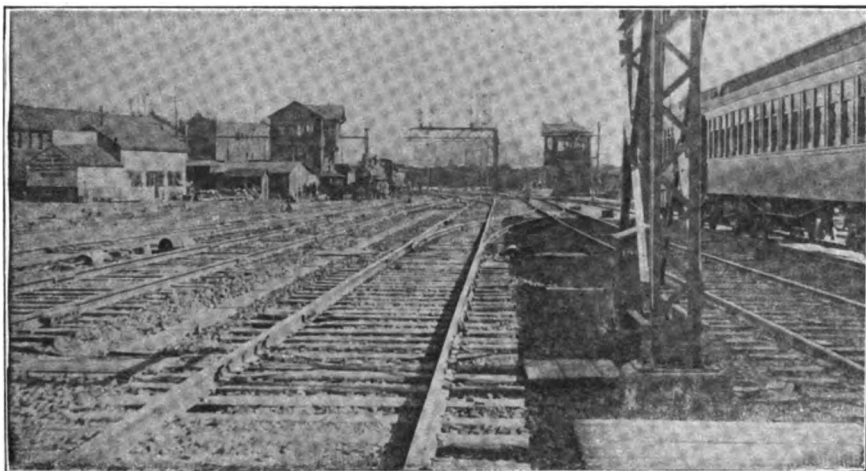
## A Pleasure Trip On The M. & E. Division Of The Lacka- wanna, R. R.

Having a few days of leisure recently, I took a trip over the M. & E. Division of the Lackawanna R. R. I crossed over from New York on the Barclay street ferry and boarded the Easton Mail at Hoboken as she stood in the train shed waiting the signal from Conductor Henry Hoffman to start on her trip from tidewater to the extreme western shore of New Jersey at Phillipsburg, as she has done for nearly half a century, on practically the same schedule time.

The signal given, she picks her way through the yard with its labyrinth of tracks, gradually ascending and presently plunges into the Stygian blackness of the Bergen tunnel, from which she soon emerges, to make her run across the Newark meadows, crossing the Hackensack river, and just

before entering Newark crossing the Passaic river, both of which are New Jersey's prominent streams, names of Indian origin, given when the Red men held eminent domain in these parts, passing through the beautiful country west of Newark known as the "Oranges," she ascends the Orange and Watchung Mountains and reaches Summit station on the crest of the mountains. Still proceeding on her way westward, passing through a rural district of great beauty, including the beautiful Washington valley; still ascending, Port Morris is reached, the highest point on the M. & E. Division, a mountainous country, but of pleasing aspect, and just east of Hackettstown, passing through the Musconetcong valley, she continues on her way and enters Phillipsburg, the extreme western end of New Jersey, crosses the Delaware river into Easton, Pennsylvania, the end of her daily run.

There is doubtless no other train with a record such as this train holds. Her schedule time is



HOBOKEN, N. J., YARD AND TERMINAL, M. & E. DIVISION, LACKAWANNA.

practically the same as it was forty years ago—a long time for a passenger train to hold to the same time-table, and the crews have not been numerous on this train. The late "Ed." King commenced running the engine on this train in 1860 and ran it for forty years, and during the last years of his life ran one side of it and Tom Keenan the other. The writer can only recall three conductors who have run this train—"Al." Allen, William Griffith and the present incumbent, Henry Hoffman. It seems to be just so with the trainmen; when they once land on this historic old train they stay there. Eddie Cummings, who is now holding the baggage car, has a record of twenty years on this train, while Dan Merrick, the flagman, is not far behind.

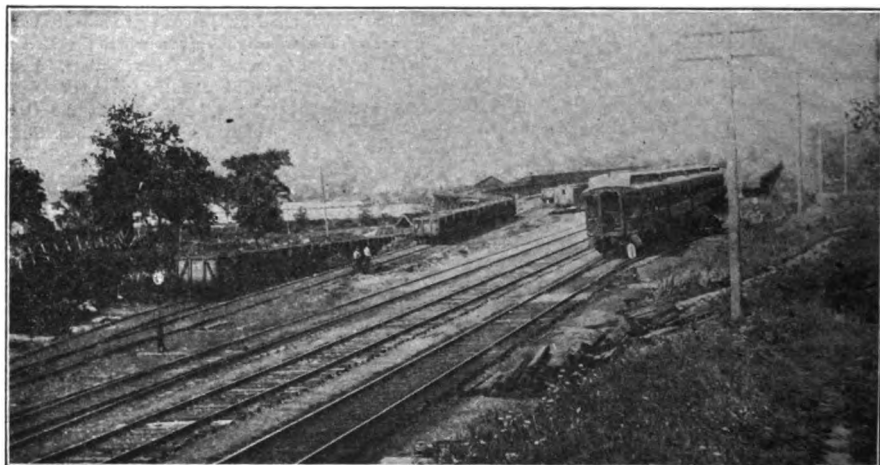
There are not many more pleasant trips to be had than the one traversed by this train. It runs through a beautiful section of New Jersey. There is no prettier section of suburban homes to be seen than through East Orange, Orange, South

We have now completed our trip with the Easton Mail. She has crossed the Delaware river to the station in Easton, Pa., to load up for her return trip to tidewater. We will not return with her, but hope she and her excellent crew will have a safe return home, and that the old train may be continued as she has been for so many years, for the sight of her brings back to many a recollection of boyhood days which are pleasant.

A. M. DOUGLASS.

### Dot And Dash.

If there are any patient slaves of industry in this age the men and women who handle the telegraph keys may be so classed. It looks easy to the outsider, this sitting and clicking a little instrument hour after hour; but in its way it is very hard and exacting work. Strong frames have been wrecked by work in the operating room. And



PORT MORRIS, N. J., YARD, M. & E. DIVISION, D. L. & W.

Orange and as far west as Morristown. Before the track depression at Summit one could look over the valley to the south as far as Elizabeth, and it was a pleasant sight. West of Morristown the country is more rural. Dover is a pleasant place with mountains on three sides of it. Stanhope is on top of a hill, while Hackettstown is another mountain town with the splendid Musconetcong valley east of it, and Buck Mountain towering high up in the clouds to the north of it and Schooley's mountains only a few miles south of it, one of the prettiest towns on the road, and for the rest of the trip, with the exception of Washington, another desirable place, the scene is one of picturesque farm land and buildings, and, characteristic of the state. The dwelling houses are invariably painted white, while all outbuildings are painted red. The effect, with the green fields surrounding, is pleasing to anyone who has an eye to the beauties of nature.

these have been heroes, too, in this commonplace side line of activity. Operators have stuck to the key with the roof burning and falling overhead; they have signalled news of a robber raid while covered with the muzzle of a gun; they have faced death in epidemics, in earthquakes and in war in order to live up to the reputation of the corps for fidelity to duty. As a busy, hurrying people we have overlooked the trials and the deserts of the quiet toilers who rush our messages solely because they do hurry-up work and not with the hope of tip or reward. Operators have long hours and they have their days of unrelenting strain too great for a human being to bear. There is no calling except perhaps that of the stenographer which demands such tenseness of nerve as the combined manual and mental effort of the telegraph operator. Relatively the man who wields pick and shovel puts no more strain upon the faculties called into play by his labor than

does the operator who all day sends and receives all sorts of messages over the wires. Used up operators are more common among the invalid toilers than used up railroaders or mechanics or hustlers in the commercial world. Formerly the manipulator of dots and dashes was a hero in the community. He was first in on the news of the whole world, could make, and by inadvertence unmake fortunes, as well as help on all affairs of business, society and even of love. Time and faithful service with the coming of the telephone have cast the office of the operator in the shade, and the fraternity has grown to the proportions of an army. A thousand operators in a great city is not to be marveled over, but there are many third class cities employing a hundred and upward unnoticed in the rush of affairs. They have ticked away their lives, as Hood's heroine stitched away her life.

With fingers weary and worn,  
With eyelids heavy and red.

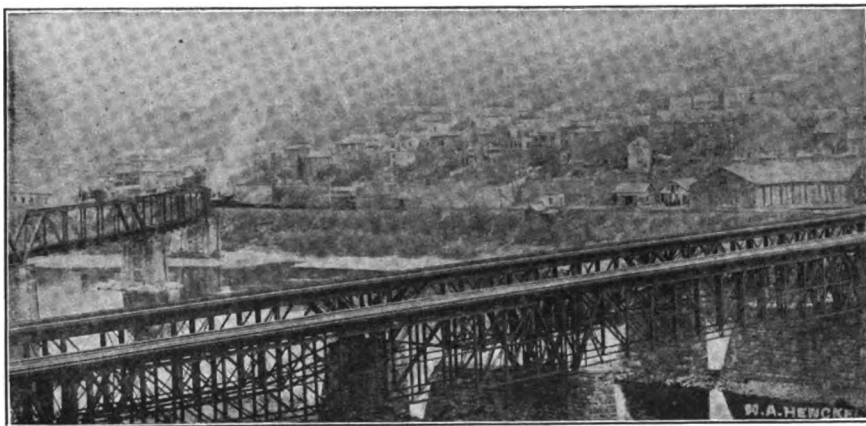
Considering their power, these toilers have borne

it does. The people of this country—that vast majority which goes on day by day minding its own business and sawing wood—are all right. They are hard to rouse, but when it is put up to them and put squarely and forcibly, whether it be a question of politics or finances, they usually decide it right. The intelligent and upright workingman knows full well that the security of permanent employment depends only upon keeping his employer in a prosperous condition and the employer realizes that good workmen can be retained only by treating them in a humane manner. It is only those who have no interest in their employers' welfare that talk about classes and agitation.

ALFRED S. LUNT,  
Lodge No. 456.

### Shorter Workday.

It has long been a mooted question among yardmen and trainmen whether the proper effort has



PHILLIPSBURG, N. J., WESTERN TERMINAL, M. & E. DIVISION, LACKAWANNA.  
Lehigh Valley, C. R. R. of N. J. and Lehigh and Hudson Bridges, Crossing the Delaware River.

with marvelous amicability the grievances which have been their portion. The time has been when they could at a signal hold up the affairs of the street, of society and of government; and even with the telephone working, they may still paralyze the vital activities of the nation. May they win out is the wish of every good American who believes in fair play. Never before in this country have the railroads been so rushed with freight as they are now; never have the harvests been heavier, the yield of the mines richer, the factories busier and all business brisker and sounder. Never did the Thanksgiving month come upon greater prosperity than the American people enjoy today. The general situation is getting better. The real business men of the country are to be congratulated. The gamblers and speculators may not like it exactly, but the country's prosperity does not depend upon them so much for its stability and growth as they sometimes seem to think

been made to obtain a reduction of hours for men employed in train and yard service. Interest on this question is increasing materially and discussion is frequent and vehement, which gives the impression of dissatisfaction, and that the eight-hour day must prevail in our work in the near future. Men employed in railroad service are waking to the fact that the conditions under which they are employed are not what they should be when compared with the importance of the position which they occupy. While we suffer many evils which should be corrected there is no greater evil to suffer at the present time than excessive working hours and none should receive more consideration at the hands of our committee. Men employed in railroad service are also waking to the fact that those who work many hours for a day are contributing to the support of those who enjoy the short work-day. As soon as this fact is universally understood by our members



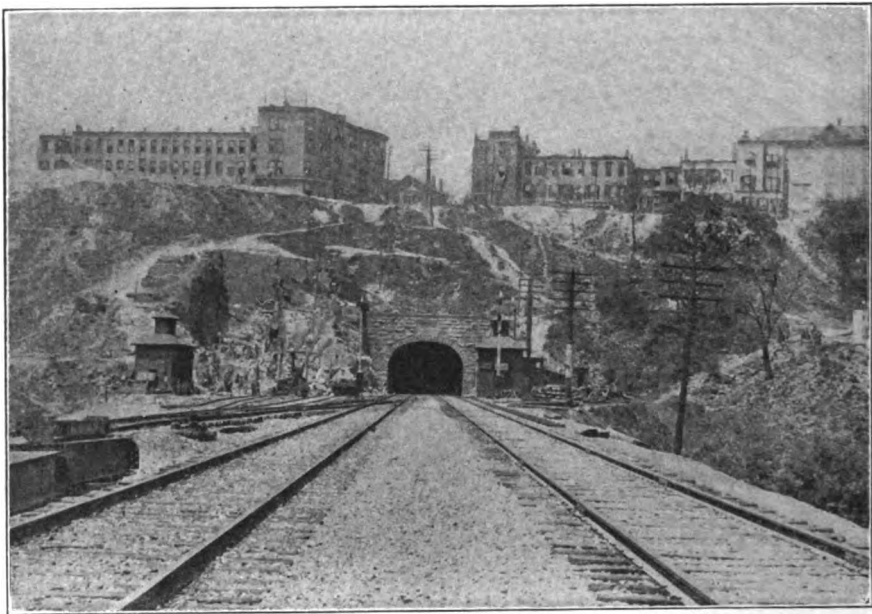
and especially by our committees, reduction of hours will be hastened and a work-day commensurate with the number of hours worked by men otherwise employed will prevail on railroads as well as in all other industries. The demand for a reduction of hours does not necessarily signify indulgence. Surely a man can not be termed lazy for making such a request when it is evident that he is working many hours in excess of the standard work-day.

The many inventions of recent years which have facilitated the means of production and lessened labor to a great extent, which are known and understood as labor-saving machines, certainly justifies the men using such machinery to make demands for a reduction of hours.

are compelled to remain idle and held in reserve to be dumped into some territory where strikes have been inaugurated? I am satisfied that there is no scarcity of railroad men, and any claim made of a scarcity of railroad men is untrue. It is time to cease juggling with words. Distortion of facts concerning this question and further postponement of it should not be tolerated by an intelligent and fearless committee. Our associations of general committees could not spend their time to better advantage than by taking a dispassionate inventory of this question and the manner in which the eight-hour day could be obtained.

Fraternally yours,

J. LAFONTAINE,  
Portland, Me., No. 82.



EAST END BERGEN, N. J., TUNNEL, M. & E. DIVISION. D. L. & W.

It is no great wonder that railroad employees who are compelled to labor many hours for a day should be dissatisfied and indignant at the failure to secure the standard work-day. I firmly believe that the time is ripe to make a concerted effort to secure the eight-hour day on railroads. No distortion of facts, false statements and weak arguments of a scarcity of railroad men used by railroad officials should deter our committees in this just demand. The fact can not be concealed that there is in this country approximately the same number of intelligent and able men unemployed as there is employed in train and yard service. The question arises under these existing circumstances, what prompts our officials to make this statement? How could such a thing exist when so many men are unemployed? Why are these conditions allowed to exist when so many men

## A Word From The Land Of Sugar Cane And Cotton.

Within sixty days Carolina Lodge No. 251 will celebrate her twentieth birthday.

My inspiration comes about at this time on account of our sudden prosperity and increase in membership, without notice, but with a hearty welcome from all the members of No. 251 comes Brother Harry Adams, Deputy Grand Master, and member of Insurance Board of Lodge No. 577, and after ten days of campaigning among the non airs under the jurisdiction of this lodge, he presents seventy-five petitioners to us for our consideration, every one of whom has been eligible to our Order from a period of six months to twenty-five years. We feel grateful to Brother Adams for the good he has done us during his

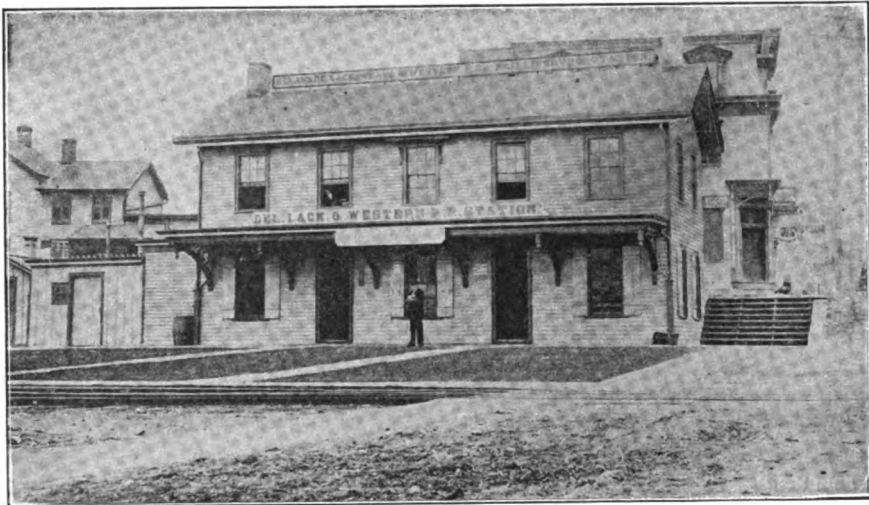
short stay in this community, and may God speed him in the good work all along the line. We believe that a continuation of this kind of system campaigning will soon put us in a condition to secure a fair day's pay for a fair day's work.

The Southern Railroad employes are rapidly seeing the necessity for organization. They have waited these many, many long years for the voluntary raise of pay that never came. I notice by our October lodge directory seven new Southern lodges have been organized in the past seven months and our lodges, the greater number in the South, have doubled in membership. This speaks volumes for those who are battling for the cause of Unionism.

I desire to call your attention to the annual election of officers, which is near at hand, and it behooves us to select our very best material to

especially applies to those on the Savannah and Charleston districts. Let me ask what is the cause of the "Captains' objection? The answer is simply this: That they see their servants disappearing. The time is not far distant when each man on the crews will have to do his allotted share. The "Captain" then will do his own clerical work, occasionally help set out a car, and if necessity requires it help the brakeyer put in a brass, or chain up a car; the day of the bare-footed negro train hand is fast fading away, being supplanted by the young white man who can be trusted to do his work without the constant watch of his superior.

Carolina Lodge No. 251 claims the distinction of having the oldest Financier holding office continuously since the institution of the lodge December 31st, 1887. He is known to all the boys



PHILLIPSBURG, N. J. STATION, M. & E. DIVISION, D. L. & W.

fill these various stations; disregard every thing in doing that but ability and integrity, and remember that the most important officers you have to elect are the local Grievance Committee, which holds for a period of two years. Be careful in this, select them for their conservatism and strength of character and ability, and with the courage to stand at all times for the right.

We are pleased to inform you that there has recently been issued a general order on the Atlantic Coast Line displacing the negro brakemen with white men, and at the same rate of pay which the flagmen now receive. Our information is that the various train masters are complying with the order as rapidly as desirable white men can be secured.

But I am sorry to say that there are several of our Coast Line conductors incidentally who are bitterly opposing the removal of the negro. This

as "Doc, the Bachelor;" officially known as Chas. K. Rumpell.

We claim to hold age over all the 775 Financiers for the longest continuous service. Direct all challenges to the TRAINMEN'S JOURNAL.

Begging to remain yours in benevolence, sobriety and industry, I am

Yours fraternally,

F. W. BURN,  
Lodge No. 251.

(Brother Elmer E. Carhart of Protection Lodge No. 2, Phillipsburg, N. J., has been Financier of his lodge continuously since 1884. This is the record. This lodge was organized March 23d, 1884, and has four of its charter members on the rolls who have been in continuous good standing since its organization. Anybody to beat it?—D. L. C.)

### An Important Court Decision.

IN THE DISTRICT COURT OF THE UNITED STATES FOR THE EASTERN DISTRICT OF NORTH CAROLINA.

UNITED STATES

v.

ATLANTIC COAST LINE RAILROAD COMPANY.

(Syllabus by the Court.)

1. An allegation in a petition for penalty under the Federal Safety Appliance Act that defendant "on or about" a certain date violated such act is sufficiently specific as to date under the North Carolina practice.

2. In a suit based upon the Safety Appliance Act of March 2, 1893, as amended April 1, 1896, the plaintiff is not called upon to negative the proviso of Section 6 of said act, either in pleadings or proofs. Such proviso merely creates an exception, and if the defendant wishes to rely

are not in violation of the Constitution of the United States.

*Harry Skinner*, United States Attorney, and *Luther M. Walter*, Special Assistant United States Attorney, for plaintiff.

*Junius Davis* and *George B. Elliott* for defendant.

Decided May 11, 1907.

#### OPINION OF THE COURT.

Purnell, Judge:

A bill was filed asking for penalties, 45 in number, of \$100 under each for violations of the act of March 2, 1893, known as the "Safety Appliance Act," as amended by act of April 1, 1896, and March 2, 1903. The bill of complaint alleges that defendant is a common carrier engaged in interstate commerce, and is a corporation organized and doing business under the laws of the states of Virginia, North Carolina and other states, having an office and place of business at South Rocky Mount, in the state of North Carolina.

Of the offenses made the basis of this suit, 41 were violations of Section 2 of the act (defective



LABOR DAY, LODGE NO. 58, SPRINGFIELD, ILLS.

thereon the burden is upon it to bring itself within the terms of the exception; those who set up such an exception must establish it. (*Schlemmer v. B. & P. Ry. Co.*, 205 U. S., 1.)

3. It is not incumbent upon the plaintiff, in order to establish a violation of the Safety Appliance Act, to show that the defendant had not used due care or ordinary diligence in making an inspection and in repairing such defects as that inspection may have shown to exist; as otherwise a restriction would be placed upon the provisions of the act which would seriously hamper effective enforcement of its provisions.

4. The United States is entitled to recover the statutory penalty for violation of the Federal Safety Appliance Act under all circumstances where an injured employee has under that statute the benefit of denial of "assumption of risk."

5. Such a construction must be given the act as will accomplish the evident intent of Congress. The court cannot read into the statute what Congress has omitted.

6. The Safety Appliance Act and amendments

couplings) and four were violations of Section 4 (failure to have secure grab irons and hand-holds). The defendant has filed a demurrer to each count and sets up nine specific grounds of demurrer, only three general grounds were urged in support of the demurrer at the hearing. First, that the complaint is defective in that it alleges the violation "on or about" a particular date, and one other adverted to, to-wit, that the act of Congress is unconstitutional; but this position was not vigorously insisted on.

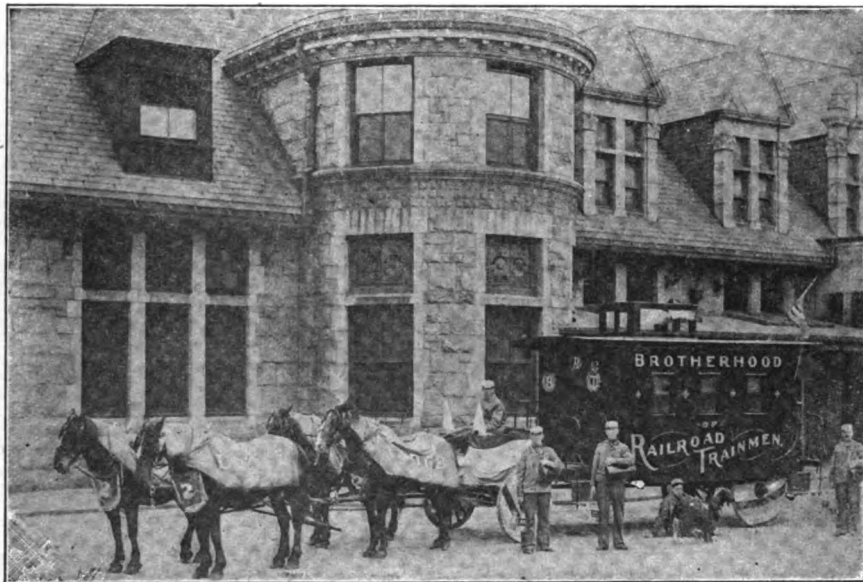
A pleading in a civil suit need not be as precise in naming dates as when the prosecution is by indictment. It is provided by Federal statute that as to matters of practice and pleading the courts of the United States shall conform as near as may be to the practice and pleadings and forms and mode of proceeding to the state courts. (R. S., 914.) It follows, therefore, that whether the petition is defective in the regard complained of depends upon the practice in the courts of North Carolina.

Section 6 of the Safety Appliance Act provides

that the penalty for a violation of the act shall be \$100, "to be recovered in a suit or suits to be brought by the United States district attorney in the district court of the United States having jurisdiction in the locality where such violations shall have been committed."

This is an action in debt. (*United States v. Southern Railway Company*, 145 F. R., 132.) The rule in North Carolina is that in cases of this nature the naming of a specific date is not necessary in stating the cause of action in the complaint. In *Lumber Co. v. Railroad* (141 N. C., 171) it was held that in a suit to recover penalties against a defendant on account of discriminating in overcharges on shipments of logs it was sufficient to locate the time of shipments between the 15th day of November, 1898, and the 30th day of April, 1901, inasmuch as the defendant could ask for a bill of particulars. The defendant in the

not negated by the plaintiff. The fair inference from the evidence is that this was an unusually large car of the ordinary pattern; but, further, if the defendant wished to rely upon this proviso, the burden was upon it to bring itself within the exception. The word "provided" is used in our legislation for many other purposes beside that of expressing a condition. The only difference expressed by this clause is that four-wheeled cars shall be excepted from the requirements of the act. In substance it merely creates an exception, which has been said to be the general purpose of such clauses. (*Baird case*, 194 U. S., 25, 36, 37.) "The general rule or law is that a proviso carves special exceptions only out of the body of the act, and those who set up any such exception must establish it." The rule applied to construction is applied equally to the burden of proof in a case like this.



LABOR DAY, LODGE NO. 82, PORTLAND, MAINE.

case at bar is clearly put upon its defense. The number of the car and nature of the traffic and the date given in each count sufficiently to advise the defendant of the time of the violation, so that it can intelligently prepare its defense. This is sufficient.

Another ground urged in support of the demurrer is that the complaint does not allege that the cars mentioned in the various causes of action were not four-wheel cars or eight-wheel standard logging cars. The Supreme Court of the United States, in the case of *Schlemmer v. B. R. & P. Ry. Co.* (205 U. S., 1), says on that point, Justice Holmes delivering the opinion:

A faint suggestion was made that the proviso in Section 6 of the act that nothing in it shall apply to trains composed of four-wheeled cars was

Another ground urged in support of the demurrer is that the complaint does not allege that the defect was discovered, or could by reasonable inspection have been discovered so that the car could have been repaired before it was hauled or moved, as alleged in the complaint. This question—that is, whether in order to establish a violation of the Safety Appliance Act it is necessary or incumbent upon the plaintiff to show that the defendant had not used due care or ordinary diligence in making an inspection and in repairing such defects as that inspection may have shown to exist—is one of the most important which has yet arisen in the enforcement of the Safety Appliance Act.

If the contention of the defendant in this respect be correct, then a restriction has been placed

upon the provisions of the act which will seriously hamper the Government in its efforts to enforce the provisions of the statute.

The title of the act of March 2, 1893, is "An act to promote the safety of employes and travelers upon railroads by compelling common carriers engaged in interstate commerce to equip their cars with automatic couplers and continuous brakes and their locomotives with driving-wheel brakes, and for other purposes." By Section 1 of the act it is made unlawful for a carrier engaged in interstate commerce by railroad to use a locomotive engine not equipped with power driving-wheel brakes and appliances for operating the train-brake system; by Section 2 it is made unlawful to use a car not equipped with automatic couplers; by Section 4 it is made unlawful to use a car not provided with secure grab irons or hand-holds; by Section 5 it is made unlawful to use a car whose drawbars do

defense when sued by an injured employee. The primary test as to whether the two penalties should be applied is the same in each instance, viz, Was the car used in violation of the provisions of the act? The United States can recover the penalty of \$100 under all circumstances where the injured employee has the benefit of the denial of the doctrine of "assumption of risk" as a matter of defense by the carrier.

One of the first cases arising under the Safety Appliance Act was that of an injured employee, decided by the Circuit Court of Appeals for the Eighth Circuit, wherein certain conclusions as to the provisions of the act were announced by that court. (*Johnson v. Southern Pacific Railway*, 117 *Fed. Rep.*, 462.) The facts in that case were as follows:

The defendant, Southern Pacific Railway Company, was an interstate common carrier by rail-



LABOR DAY, LODGE NO. 82, PORTLAND, MAINE.

not conform to the standard height; by Section 6 it is provided that the United States shall have a right of action to recover a penalty from the common carrier using, hauling, or permitting to be hauled or used on its line "any car in violation of any of the provisions of this act;" and by Section 8 it is provided that whenever an employee is injured by "any locomotive, car, or train in use contrary to the provision of this act," he shall not be deemed to have assumed the risk occasioned by such use of the locomotive, car, or train.

In other words, whenever a carrier uses a car in violation of the provisions of the act the United States shall have a right to the penalty of \$100 and the injured employee shall be protected from the defense of "assumption of risk." There are, therefore, two penalties fixed upon the carrier. One is the \$100 payable to the United States and the other is the denial of assumption of risk as a

road, operating trains between San Francisco, Cal., and Ogden, Utah. In the course of its operations it had occasion to run as a part of the equipment of a certain passenger train a dining car which, at a certain station in the state of Utah, was left on a side track to be picked up and returned to its initial terminal by the westbound train of the same company. For the convenient execution of the return movement, Johnson, a brakeman in the employ of the defendant company, undertook, under orders, to couple one of the defendant's engines to said dining car for the purpose of taking it to a neighboring turntable, to be there turned around and placed in position to resume its return journey.

The engine was equipped with power driving-wheel brakes and also with a Janney coupler and the dining car was equipped with a Miller coupler. Each of these couplers was a so-called automatic

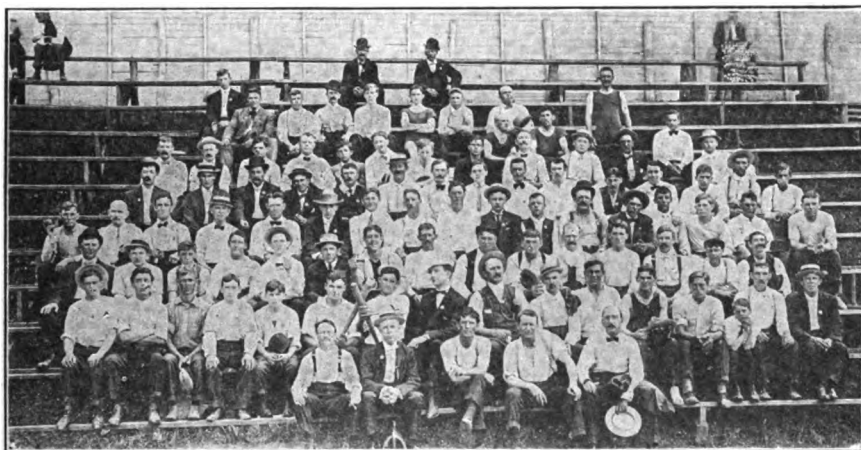
or safety coupler which would couple by impact with couplers of its own type, but the two would not couple by impact with each other because of differences in construction or type.

Johnson knew that the couplers would not couple automatically, and he undertook to make the coupling by using a link and pin. To make the coupling in such manner it was necessary for him to go between the ends of the engine and the dining car, and he did so. Two attempts to make the coupling failed, and in the course of the third attempt his hand was crushed so that it became necessary to amputate his arm above the wrist.

He sued the company, his employer, for damages, alleging negligence on the part of the latter in that on the occasion in question it was using on its line "cars" not equipped as required by said statute, and that he, as an employe of said company, was relieved by the provisions of the eighth section of said statute from the doctrine concerning "assumed risks" while endeavoring, un-

compel the punishment of an act not denounced by the fair import of its terms; that even if the word "car" means or includes "locomotives," still the case does not fall within the prohibitions of the law, because both the locomotive and the car were, in fact, equipped with automatic couplers; the statute contains no words requiring all cars used on an interstate road or used in interstate commerce on any particular road to be equipped with the same kind of coupling or with couplers which will couple automatically by impact with every other coupler with which it may be brought into contact in the usual course of business; a car—

equipped with practical and efficient automatic couplers \* \* \* which will couple automatically with those of their (own) kind, fully and literally complies with the terms of the law, although these (such) couplers will not couple automatically with automatic couplers of all (other) kinds or constructions. The dining car and the locomotive



NEW YORK CITY OWLS ON A PICNIC.

der orders, to make the coupling in question. The trial court directed the jury to return a verdict for the defendant. The Circuit Court of Appeals, affirming the judgment of the trial court, held that under the common law the plaintiff assumed the risks and dangers of the coupling which he endeavored to make and that the provisions of the statute in question did not have the effect of relieving him from this burden, as was contended.

It also decided in the same connection that the statute did not forbid the use of locomotives not equipped with automatic couplers; that both the engine and the car in question were equipped as the law directs, the one with driving-wheel brakes and the other with automatic couplers; that the statute changes the common law and must be strictly construed, and that the general law is not to be abrogated by such a statute further than the clear import of its language requires; that it was also a penal statute, and its provisions should not be so broadened by judicial construction as to

were both so equipped. Each was provided with an automatic coupler which would couple with those of its kind, as provided by the statute, although they would not couple with each other. Each was accordingly equipped as the statute directs, and the defendant was guilty of no violation of it by their use (page 470).

To review the judgment of the Circuit Court of Appeals affirming the judgment of the trial court in favor of the defendant company, at the instance of Johnson the case was brought into the Supreme Court of the United States, both on certiorari and by writ of error.

While the case was pending in the Supreme Court, and before it had been argued there, Congress enacted and the President approved the act of March 2, 1903, ch. 976 (32 Stats., 943), entitled "An act to amend an act \* \* \* approved March 2, 1893," etc., by the first section of which it was declared—

That the provisions and requirements of the act

\* \* \* March 2, 1893, \* \* \* shall be held to apply \* \* \* in all cases, whether or not the couplers brought together are of the same kind, make, or type; and the provisions and requirements hereof and of said acts relating to train brakes, automatic couplers, grab irons, and the height of drawbars shall be held to apply to all trains, locomotives, tenders, cars, and similar vehicles used on any railroad engaged in interstate commerce, \* \* \* and to all other locomotives, tenders, cars, and similar vehicles used in connection therewith.

with certain expressed exceptions not important here. It must be noted that the act applies "in all cases" of coupling or attempted coupling.

In this state of the law the Johnson case came on for hearing before the Supreme Court and was argued by counsel on October 31, 1904. On the 19th day of December, 1904, the unanimous court, speaking through its Chief Justice, reversed the

intention of Congress, to defeat the object of the legislation, and to be arrived at by an inadmissible narrowness of construction.

The intention of Congress, declared in the preamble and in sections 1 and 2 of the act, was "to promote the safety of employes and travelers upon railroads by compelling common carriers engaged in interstate commerce to equip their cars with automatic couplers and continuous brakes, and their locomotives with driving-wheel brakes," those brakes to be accompanied with "appliances for operating the train brake system," and every car to be "equipped with couplers coupling automatically by impact, and which can be uncoupled without the necessity of men going between the ends of the cars," whereby the danger and risk consequent on the existing system was averted as far as possible.

The present case is that of an injured employe and involves the application of the act in respect of automatic couplers, the preliminary question



LABOR DAY, LODGES NO. 229 AND 413, ELMIRA, N. Y.

judgments both of the Circuit Court of Appeals and of the Circuit Court and remanded the cause, with instructions to set aside the verdict and award a new trial. (196 U. S., 1.)

In the course of its opinion the Supreme Court, after setting forth in extenso the provision of sections 2 and 8 of the act of March 2, 1903, above referred to, and after reciting that the Circuit Court of Appeals had held, "in substance," "that the locomotive and car were both equipped as required by the act, as the one had a power-driving-wheel brake and the other a coupler; that section 2 did not apply to locomotives; \* \* \* and that the locomotive, as well as the dining car, was furnished with an automatic coupler, so that each was equipped as the statute required, if section 2 applied to both," proceeds as follows:

We are unable to accept these conclusions, notwithstanding the able opinion of the majority, as they appear to us to be inconsistent with the plain

being whether locomotives are required to be equipped with such couplers. And it is not to be successfully denied that they are so required if the words "any car" of the second section were intended to embrace and do embrace locomotives.

\* \* \*

Now, it was as necessary for the safety of employes in coupling and uncoupling that locomotives should be equipped with automatic couplers as it was that freight and passenger and dining cars should be. \* \* \*

And manifestly the word "car" was used in its generic sense. \* \* \* Tested by context, subject-matter, and object "any car" meant all kinds of cars running on the rails, including locomotives. \* \* \*

The result is that if the locomotive in question was not equipped with automatic couplers, the company failed to comply with the provisions of the act. It appears, however, that this locomotive

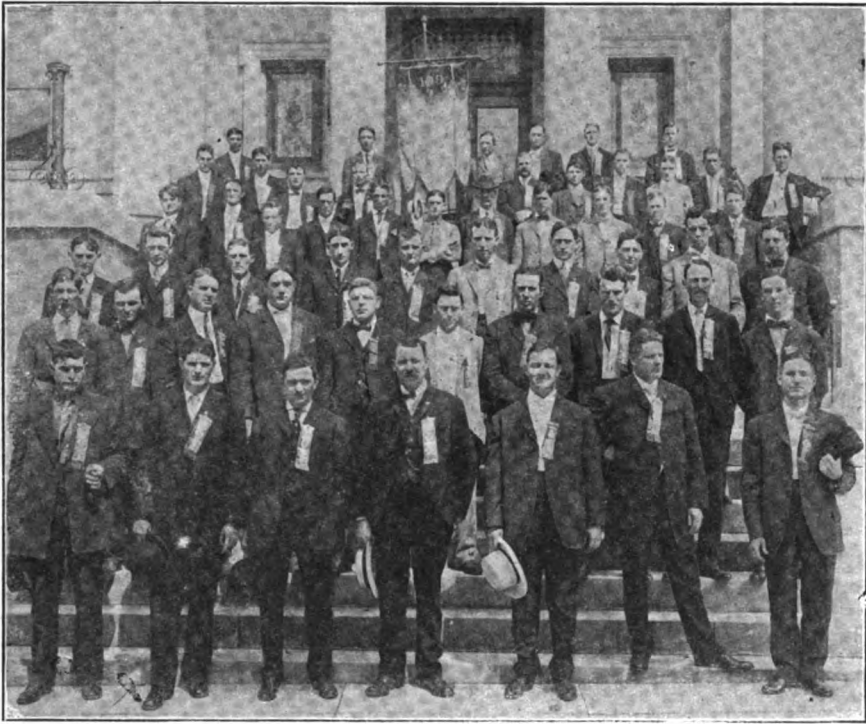
was in fact equipped with automatic couplers, as well as the dining car, but that the couplers on each, which were of different types, would not couple with each other automatically by impact, so as to render it unnecessary for men to go between the cars to couple and uncouple.

Nevertheless, the Circuit Court of Appeals was of opinion that it would be an unwarrantable extension of the terms of the law to hold that where the couplers would couple automatically with couplers of their own kind the couplers must so couple with couplers of different kinds. *But we think that what the act plainly forbade was the use of cars which could not be coupled together automatically by impact by means of the*

we are constrained to say that the construction put upon the act by the Circuit Court of Appeals was altogether too narrow. \* \* \*

The primary object of the act was to promote the public welfare by securing the safety of employees and travelers, and it was in that aspect remedial, while for violations a penalty of \$100, recoverable in a civil action, was provided for, and in that aspect it was penal. But the design to give relief was more dominant than to inflict punishment. \* \* \*

Moreover, it is settled that "though penal laws are to be construed strictly, yet the intention of the legislature must govern in the construction of penal as well as other statutes; and they are not



LABOR DAY, B. of R. T. LODGE NO. 109, LOGANSPOUT, IND.

*couplers actually used on the cars to be coupled.* The object was to protect the lives and limbs of railroad employees by rendering it unnecessary for a man operating the couplers to go between the ends of the cars, and that object would be defeated, not necessarily by the use of automatic couplers of different kinds, but if those different kinds would not automatically couple with each other. The point was that the railroad companies should be compelled, respectively, to adopt devices, whatever they were, which would act so far uniformly as to eliminate the danger consequent on men going between the cars.

If the language used were open to construction,

to be construed so strictly as to defeat the obvious intention of the legislature. \* \* \*

Tested by these principles, we think the view of the Circuit Court of Appeals, which limits the second section to *merely providing automatic couplers*, does not give due effect to the words "coupled automatically by impact, and which can be uncoupled without the necessity of men going between the cars," and can not be sustained. \* \* \*

The risk in coupling and uncoupling was the evil sought to be remedied, and that risk was to be obviated by the use of couplers actually coupling automatically. True, no particular design



was required, but whatever the devices used, they were to be effectively interchangeable. \* \* \*

That this was the scope of the statute is confirmed by the circumstances surrounding its enactment as exhibited in public documents to which we are at liberty to refer. \* \* \*

In the present case the couplings would not work together, Johnson was obliged to go between the cars, and the law was not complied with. \* \* \*

Referring to the act of March 2, 1903, amending the prior act of 1893, the court said:

As we have no doubt of the meaning of the prior law, the subsequent legislation can not be regarded as intended to operate to destroy it. Indeed, the latter act is affirmative and declaratory, and, in effect, only construed and applied the former act. \* \* \* This legislative recognition of the scope of the prior law fortifies and does not weaken the conclusion at which we have arrived.

The rules laid down in that case by Chief Justice Fuller are controlling in the disposition of the points raised by the defendant in this case.



B. of R. GENERAL COMMITTEE. E. P. S. W.  
W. F. Whittingham, Secy. J. A. Farquharson, Chm.  
A. F. Whitney, V. G. M. A. F. Trillinger, V. C.

Such a construction must be given the statute as will accomplish the evident intent of Congress. The statute must not be frittered away by judicial construction. The court can not read into the statute what Congress has omitted.

Other authorities, unnecessary to cite, appear in the reports. The case cited above is the last of the highest court of the land. It is in accord or confirmatory of many decisions in the District Courts cited in the brief and is controlling.

The argument of the claim that the act of Congress is unconstitutional was not, as the court understood counsel, seriously insisted on. Only the opinions of Judge Evans in *U. S. v. Scott* (148 F. R., 431), and *Brooks v. Southern Pacific Co.* (148 F. R., 986), were cited for the position when the court reminded or asked counsel if the contrary had not been decided, and counsel for complainant answered the argument, it is best

for the court to consider and pass upon the question raised. I can not concur in the views or argument of Judge Evans and Judge McCall in an opinion in the same reporter, that the act is in excess of power granted to Congress and for that reason void. These opinions were on the first case, as to provision making it a criminal offense for any employer to require any employee to agree not to become or remain a member of a labor organization, etc.

As it is understood this question is now before the Supreme Court on appeal it would seem unnecessary to discuss it further than to hold the act of Congress and the amendatory acts are not in violation of the Constitution as contended by defendants in this cause. (*Spain v. St. L. & S. F. R. Co.*, 151 F. R., 522.)

The demurrer is overruled and a decree will be entered accordingly, with the usual leave to answer.

## Equality.

In the September JOURNAL I read an article written by Brother Porter of Lodge No. 602, where he says: "Do you think our present system of insurance is right? I think it is all right. Why? Because it is equal. There are but few brothers who are seventy years old, and few that are sixty. To make a guess, you would find the average would be thirty-two."

To make the old man pay more than the young man would be an imposition on the old man. He is the one that has fought all the battles of cheap labor to the present scale of today. Then why not have the young man pay the same rate as those before him? I am one of these old men, eighteen years a Brotherhood man, but I am only fifty-five years old, not seventy, and I don't see anything wrong about the system. I belong to other societies that have the rate plan. I joined one of them twenty-nine years ago, and took out one thousand dollars, at the rate of thirty-five cents an assessment. For two years it cost me thirty-five cents per month, after that, seventy cents. Eight years ago it was raised, or, in other words, a new rate was made. Now it costs me one dollar and eighty-three cents per month.

I tell you, when we get old, we are like the horse. We take him out and kill him when he cannot trot in his class. This is the way Brother Porter's article sounds to me. Raise the old man's dues, and if he cannot stand for it, let him drop. We don't care. This is not brotherly love. The young should take care of the old, for they are the ones that get the wages of today.

MEMBER LODGE No. 357.

## Something Doing.

Just a few lines I have to offer on our brother no bill, non air or grafter, the latter being more suitable, for Mr. Non Air is simply grafting the blood money from all Brotherhood members who pay the assessments of all increases that have been donated to him by the Brotherhood of Railroad

Trainmen and some have the nerve to say the railroad companies are paying good wages now. Yes, they are, that is true, and they could be made to pay more if there wasn't a whole lot of such scabs like you, Mr. Non Air, holding down our hind ends. If you will only stop to consider, where in the world would we be, Mr. No Bill, if we were all like you? Just simply down and out, and would have to live like a lot of paupers. Organized workmen have fared better than the fellows who make individual arrangements for their pay or take what is offered them. On railways in the past five years the Brotherhood of Railroad Trainmen has been advanced about 15 and 20 per cent. Could this have been accomplished by the order of Non Airs? Nitt! The general managers would have ordered you all switched behind, the same as the organization with the burial vault design printed on its Journal, cover the dead ones. Be consistent now, Mr. Non Air, and join the organization that has taken care of you and your families and put your wages on a scale that you may be kept from poverty row or the poor-house.

Ohio City, No. 237, has a good set of officers and our meetings are well attended. We have opened up a repair shop for the non airs and we are doing fine. We have done away with riding the goat and give the new candidates a full line of new air to start out with. To show you, brothers, how successful this is, and the hit we made, we had 58 applicants at our last regular meeting, to be fitted on with a full line of air at our next meeting. All thanks to our grand and faithful Brother Lewis, who has been deputized as organizer by our lodge, for the 58 new applicants. Now some of you hot air shooters, get busy, and each one of you get one new member by the first of the year and swell our membership to 150,000, instead of 95,000. This can be accomplished very easily if you have your own and the Brotherhood of Railroad Trainmen's organization and interests at heart.

Yours fraternally,

F. W. MORWICK.

## And—Comes Christmas.

Received the "Queen" watch promptly and in excellent condition and was more than pleased with it.

I presented it to my wife and the delight and appreciation she expressed on receiving it more than repaid me for the few hours time I spent in collecting subscriptions.

I wish to express my thanks and also say a few words of encouragement to the "boys" who are collecting subscribers. Christmas is coming, and if you wish to present your wife or daughter with a most acceptable gift and enjoy her delight and appreciation, then get a "move on," gather thirty subscribers and present her with a "Queen" watch. I am speaking from experience.

Fraternally,

E. M. BEDSON.

## The Home.

Highland Park, Ill., Oct. 1st, 1907.

The following donations have been received at the Home for the month of September:

### B. R. T. Lodges.

|          |         |          |         |
|----------|---------|----------|---------|
| 36.....  | \$ 3.00 | 272..... | \$ 3.30 |
| 42.....  | 3.00    | 401..... | 5.00    |
| 52.....  | 10.00   | 420..... | 8.00    |
| 82.....  | 3.00    | 447..... | 12.00   |
| 88.....  | 12.00   | 461..... | 2.00    |
| 132..... | 3.00    | 517..... | 25.00   |
| 215..... | 2.00    | 562..... | 5.00    |
| 224..... | 2.00    | 632..... | 5.00    |
| 243..... | 12.00   | 645..... | 10.00   |

Total .....\$125.30

### L. A. T. Lodges.

|          |         |          |         |
|----------|---------|----------|---------|
| 49.....  | \$ 2.00 | 270..... | \$ 1.00 |
| 110..... | 5.00    | 295..... | 2.00    |
| 135..... | 5.00    | 342..... | 4.00    |
| 150..... | 2.00    | 353..... | 2.00    |

Total .....\$23.00

### Summary.

|   |          |
|---|----------|
| O. R. C. Divisions .....  | \$ 75.00 |
| B. R. T. Lodges .....   | 125.30   |
| B. L. E. Divisions .....  | 255.25   |
| B. L. F. Lodges .....   | 76.50    |
| L. A. C. Divisions .....  | 37.95    |
| L. A. T. Lodges .....   | 23.00    |
| G. I. A. Divisions .....  | 35.00    |
| L. S. to F. Lodges .....  | 19.00    |
| James Costello, No. 270, O. R. C.....                                       | 1.00     |
| Alfred Lunt, No. 456, B. R. T.....  | 1.00     |
| Proceeds of a picnic held at the Home by Fidelity Lodge No. 4, L. A. T..... | 22.05    |
| Sale of junk .....  | 5.00     |

Total .....\$676.05

Respectfully submitted,

JOHN O'KEEFE,  
Sec. & Treas.

## Proctor, Minn.

I take a great interest in the JOURNAL. Situated as I am, to me the JOURNAL is the Brotherhood. It reflects all that is in the Order and brings sunshine to me every month in my switch shanty, where I treasure every number from month to month. It is at once my library and my book of reference. In it I find a solace to while away many an otherwise gloomy hour; but I miss many of my old friends among its correspondents. How I did enjoy Brother Matt Ronan's letters to the JOURNAL. Of course we all have our favorite writers, but he was mine and I do wish he could be induced to write to the JOURNAL every month. He is the old timer that strikes a cord in the breast of every old rail in the country and wakes them up for a time at least. The article entitled Twenty Years in the Brotherhood caused a furore among the old timers, but I consider his letter in the June JOURNAL, 1906, as a masterpiece, and only

wish he would write more like it. I do not want to play favorites altogether, but would like to hear from them all. I take the greatest interest in our Brotherhood and take great pride in being an old member.

With best wishes for our whole Brotherhood, and the JOURNAL in particular,

I remain yours truly,

W. J. MALONEY,  
Hill Top Lodge, No. 529.

### The Overthrow Of Americans.

I read with a great deal of interest the information in the October JOURNAL relating to the foreign cheap labor that is threatening the living standard of our American workmen.

When we have to compete with Hindu coolies, Japanese and other cheap labor, it will not be long until the living standards and wage-earning abilities of our native employees will appreciably diminish.

I am employed by the Utah Copper Mining Company, which has in the neighborhood of 500 Greeks, Austrians and Italians at work, and who are paid \$2.25 per day, as against \$3.00 per day paid to other classes engaged in the same occupations. Then the foreign workmen work ten hours a day, as against eight hours' work by the native employees.

I have in mind a Greek boy, who is carrying water. He receives \$2.00 per day. He has been here five months, supported himself, and has \$250 saved, and placed to his credit. Can any one live as a man should live and save that amount of money from his wages? This boy lives as well as the rest of his countrymen, and, as near as I can come to it, his living and clothing expenses do not average more than \$10 a month.

What hope is there for our kind of people if we are brought in competition with labor of this kind? These people, as a rule, do not spend their money in this country, and, for that reason, if for no other, are of little benefit to it, as compared with the American workman, who spends the greater portion of what he makes in buying the products of other workmen. He creates as well as supplies a market, keeps business moving, and contributes his full share toward the business prosperity of the country, while the man who works for wages, and does not spend them, is a dead weight on the entire industrial arrangement.

L. L. COATS,  
Lodge No. 324.

### Sunny South Lodge No. 211.

The night of September 11th, being the first regular meeting night of that month for No. 211, can be considered an epoch for this lodge, and I am sure will long be remembered by all the members who had the good fortune to be present at that meeting. Our Vice Grand Master, T. R. Dodge, who has been appointed to supervise this district, paid our lodge a visit and, taking the Master's chair, gave us a thorough illustration of how the business of a lodge could and should be expeditiously carried on, though he had to use the gavel constantly to do so, the side talking habit being a difficult matter for most of the members to overcome, but Brother Dodge showed a determined front and eventually gave them to understand that one man was sufficient to talk at a time. In making this statement it is not my desire to offer any disparagement to our Worthy Master, than whom no truer hearted Brotherhood man or more competent Master of a subordinate lodge can be found; but he will naturally be a little lenient with brothers with whom he comes in contact every day. We had two initiations that same night, and right there is where Brother Dodge showed his capability for handling the business of our Order. The impressive manner of imparting the obligation and the plain and explicit instruction of the secret work were something worthy to be remembered.

Brother Dodge, before closing the lodge, gave us a forcible and enlightened talk regarding the past and present status of our Order, and all who heard him cannot but feel proud of and wonder at the work done and how much has been accomplished by our great Captain and his worthy lieutenants during the last twelve years. He told us what the membership of the Order was today and to what point he hoped it would be brought by the ending of the year, and in order to bring it to that point, he exhorted every member to use his utmost endeavor and influence toward that end.

All in all, the night of September 11th marked an epoch in this lodge which will long be remembered. Brother Dodge, on bidding us good bye, gave us the promise that at as early a day as possible he would again pay us a visit, but as he has in the neighborhood of two hundred lodges to look after, and they are scattered over a large territory it will be quite a while before he can fulfill that promise; however, that day will be looked for with much anxiety by every member of No. 211.

PRODIGAL.



# EDITORIAL

Vol. xxiv.



No. 11

## A White Man's Country.

Shall the United States and Canada remain in the hands of the whites or shall each in turn, or together, turn over to the yellow and brown people of the Orient the lands that appeal to them as the fairest on earth?

The Oriental has turned his eyes toward a land of promise. Its opportunities are golden to him. Even at their worst they hold out hopes that never can be realized in his own home land. Centuries of poverty, dumb obedience to arbitrary rule and devotion to tradition are giving way before the knowledge that somewhere else there are better things of every kind that wait for the taking and, if all signs are not false, they will take them unless they are absolutely shut off by legislation that will keep them out.

There is a determined effort on the part of those who want cheap labor to appeal to the patriotic sentiments of the two countries. It may be true that the west needs cheap labor but the country at large and the people of the west who must live as they have been taught to live do not need it. It is not a question that can be left for solution to those who alone profit by Asiatic labor. It might better be left to those who know what fair wages and living mean for even if wages were high, what would they benefit a country if there were no differences in the standard of living for the low-priced worker?

Of what use would be good wages to the workman who lived like a rat and sent his

money out of the country to keep others in another land? The earning power and a high standard of living must go together if the country itself is to profit. The ability of each community to use a fair proportion of the products of all other producers establishes its worth as a community. What benefit to any city are its slums that shelter the sweat-shops and the other avenues through which miserable humanity drags out a living? What a travesty on the name, life, and yet, people hang to it under all conditions.

The Asiatic is a cheap worker and a cheaper liver. It is an evil combination in a country that has attempted to bring its people upward to a higher mental and physical plane. It is a combination that is dangerous. The patriotism is dangerous that demands the admission of "all the oppressed of the earth" and burns out when it comes to the payment of wages that will further assist them to the liberty and happiness that are so much quoted until after they enter the gates and take their places in the fierce competition for a living.

The outbreaks against Asiatic workmen on the Pacific Coast are to be regretted, of course. All violation of law and order naturally are in any country that presumes to be governed by the laws the people make for themselves. But, there are times when the laws do not protect; when the dilatory tactics of the law makers, wavering between political schemes and importunities of the "Divine rights" class, do not make the laws

conform to the necessities of the people and when patience, sorely tried by senseless delay, is aggravated by the loss of a chance to work for a decent living it is not unnatural that outbreaks occur.

They are the regrettable evidences of the legal dallying with a subject that means everything to the white people who cannot consent to quit their standards of living because there are a few people in the country who feel it is right for them to slip back into the dark ages and take their places as workers alongside of the Orientals and live as they live.

Again, when it becomes a question of whether the whites will surrender to the demands of the cheap labor hunters or defy them as they have, we fear that defiance will take the place of established order. Another matter that even in thought must be regretted but in this event ultimate regret can be avoided by leaving no excuse for it.

It is a fine thing for the man with nothing at stake to refer to the patriotism of the nation as above denying the right of these yellow and brown races to come to us and take away our right to live as we have earned a right to live. It is no question of patriotism with such a defender of the "rights of the world" to dump the refuse of the world in our lap. It is simply an exhibition of the dreamer or the finance mad anarchist who breathes love for his country but everlasting damnation for his fellow-men. His country to him is represented in its riches and among his valuable assets he holds cheap labor as the greatest of them all.

The people in the east of Canada and the United States do not understand the question because they have not met it. They have not seen the competition of the Asiatic in actual employment and while they are in sympathy with the movement to keep out the Asiatics they are not at all insistent over it. But why wait to oppose them until they are on the ground and it is too late? Now is the time to demand legislation regardless of what the Asiatics think of it. We do not mean to be brutal or offensive or even humiliate them in any way, but the fact ought to be known for all time that

this is to be a white man's country. If Europe is in sympathy with Asia, let Europe take the drift and use it.

The outbreak at Vancouver, showing the Asiatics that it was not alone the United States that objected to Asiatic labor, silenced the demands of Japan for the time, but it is for a time only. Canada, however, has taken her place on the defensive against Asia and we are glad of it.

The press is divided on the question. All deplore that violence gave way to reason, but almost all of them agree that it was a natural consequence.

We quote from the *Vancouver World*:

"We are not called upon to rejoice in the wild work of Saturday, but neither are we called upon to deny that, as the dispatches show, it has focused the attention of the Empire on the Asiatic issue as nothing else had done. It is now recognized as it was never recognized before that the Japanese question is a Pacific Coast question, that Canada is as much concerned in it as California. It is perceived that the white men of Australasia and South Africa in resisting the inflow of Asiatics have been fighting the battle of the white races against the yellow and brown, that they are the true guardians of the frontiers, and that, if posterity ever settles on the claims now being pegged out for it, it will be because the men in the outlands kept them from being jumped by the millions of India, China, and Japan. For the first time since she became a colonizing power Great Britain realizes that her colonies are not mere pawns on the international chessboard and that no treaties will hold them still while the Orientals swarm over them. It has at last dawned on Ottawa, London, and Washington that this is no mere question of Transvaal miners against the Chinese, California labor unions against the Japanese, or Vancouver workmen against both and the Hindus to boot, but that all are phases of a world issue, the continued predominance of the white man in the face of the economic competition of the Asiatic. Doubtless it would have come sooner or later in any event; but there is good reason for us to be thankful that, if it was to come as a result of anything done here in Vancouver, what was done was no worse."

We quote from *The Colonist*, Victoria, B. C.:

"Last fall the C. P. R. steamers brought over a horde of the Hindus, and most Vancouverites well remember the compassion aroused in their breasts by the sight of these shivering strangers last winter when, clothed in cast-off garments given by the hand of charity, they followed every load of wood that passed along the streets, so that they might earn a few cents to buy their meager rations. More than this, the fact that they went about in gangs begging at back doors, and innocently terrifying women with their dark faces and long gaunt

forms, will also be remembered. Not satisfied with this, the C. P. R. has continued to pour Hindus into this province by the steamers from Hongkong. And why? Because the company carries no freight that pays so well.

"Why has the C. P. R. consistently discriminated against British Columbia in the transportation of white settlers by refusing to those settlers coming here the same generous treatment afforded those buying tickets for the Northwest? Why does the C. P. R. so seek to create a demand for Asiatics in this province? What more reasonable reply than to point out that the C. P. R. has a large share of the carrying trade in Asiatics? Dividends! Dividends! Dividends! The future of British Columbia and possibly the peace of the Empire may be threatened, but the company must earn dividends.

"It is well known the transatlantic lines have for years kept their agents busy scouring Europe for emigrants to fill the steerage of their vessels, and the C. P. R. would seem to be keeping its agents employed the same way in Asia. Unfortunately for us, Asia produces Asiatics." \* \* \*

"The supply of such immigrants is practically inexhaustible. If they are to be permitted to enter the Dominion as they please, they will swarm in by thousands. Nearly a thousand of these people arrived on our shores on Tuesday, and if they secure employment there will be thousands more to follow them. We do not believe that white labor will come where Hindu labor dominates the situation numerically, nor do we believe that a country is ever industrially strong when the lower ranks of labor are filled by a class which is and must remain distinct from the rest of the community. The gravity of the question can not be disputed, and it calls for very careful treatment. Above all things it calls for diplomatic treatment. Violence must not be thought of. A blow struck at a Hindu in Canada may be felt by a white man in India."

Mr. R. Brown, city editor of the *Vancouver Daily Province*, wrote for *Harper's Weekly* the views of his own townspeople and from which we quote:

"Canada, unlike the United States, is hopelessly divided against herself on the Oriental question. Vancouver, rioter and spokesman for the Pacific Coast, represents one extreme view; the federal government at Ottawa, with command of immigration affairs and a wholesome respect for Britain's imperial policy, the opposite view. For Vancouver, let every one know, with one-seventh of her population yellow, cares not a fig for the fact that Britain and Japan are allies in the far East. If Vancouver had her choice about it, England would have no friends at all east of the Suez Canal. It is a far cry for a city of any land to carry her troubles half way around the world and back again, but Vancouver has had a riot, and, if you are to believe popular sentiment, fears not who knows about it.

"Uncle Sam had, in many quarters, at least a show of sympathy for San Francisco, when the

separate school agitation there almost caused a rupture with Japan; but Vancouver is tilting practically alone against all the rest of Canada, in trying to exclude Asiatics. Eastern Canada looks with disgust on the disgraceful exhibitions of temper in Vancouver. Horrified, ministers of the Crown demand to know by what right a western city, and a young one at that, should attempt to dictate the whole immigration policy of the government. But Vancouver people, when the stranger asks for an explanation of the riot and the burning of the effigy of the Governor of British Columbia, merely take refuge in that time-worn but eminently practical excuse that if the excitement of the moment carried the crowd to fight and burn, it is a fine lesson for the government, and if the destruction of a few thousand dollars' worth of plate glass will solve the question, the money will have been well expended.

"Vancouver has been fighting the question at long range and passing resolutions to be sent to the government for ten years; the riot, disgraceful as it undoubtedly was, became the smashing blow that brought the matter to the attention of the world. \* \* \*

"'White Canada!' is now the city's slogan. A gay ribbon, carrying these words, flutters in everybody's button-hole. The labor unions have taken it up and a month's notice has been given to every employer of Chinese and Japanese cooks and waiters in the city that all must be replaced by white labor, which will be furnished by the union.

"The unsophisticated Hindu—dirty and gaunt and with a roll of pagan dry goods wrapped around his head, but still a British subject—is regarded with complacency alongside the Japanese. Five thousand of the latter—insolent and aggressive—live and trade and prosper in Vancouver. They are in every business, from brokerage to sawmilling and fishing and tailoring. Everywhere they compete in a finished style with every white man. A Chinaman's word in business is as good as the money in the national bank, but the Japanese is a slippery individual, who drives a hard bargain and never pays his debts if he can avoid it. In a few years he will be demanding the right to vote, and will insist on a share in the civic and provincial administration. But he does not assimilate and never will. His sons and daughters will never be Canadians. They will always, in reality, owe allegiance to the Mikado."

The objection to the Asiatics is not that of race or color so much as it is the declaration of white men against competition of those who will take their jobs and wages, or much less wages, and drive out the whites or make them take what the Asiatic believes is enough. Color and everything else give way before work, wages and living. The white man has said in anger, following his peaceful protest, that he will not give up his right to live as he has earned the right to live.

William Hemingway, in *Harper's Weekly* summed up the question thus:

"The present violent outbreak against the Orientals is the illegal outcome of years of law-abiding objections to their presence in British Columbia, similar to the exclusion agitation.

Many Chinese coolies came here and earned wages that were big to them, saved money, went back to China and lived on the fat of the land. More coolies came in their places and hoped to do likewise. While Chinese immigration has been much reduced of late, the Japanese have been migrating into this province in great numbers, especially since the close of Japan's war with Russia, two years ago.

"The cheap yellow and brown men have driven out the whites and Indians from the salmon fisheries and canneries, the farms, and the mines. Orientals form one-quarter of the population of Vancouver, the principal city of British Columbia, which contains in all seventy thousand people. During the last two years thousands of inefficient Hindus have come in, too; but the chief objec-

tion to them is that their poverty makes them a heavy drain on public and private charity."

The *Pall Mall Gazette*, London, conservative to the limit, has said:

"The Asiatic makes his entry into Canada under the auspices of the Great God of Cheapness. He comes with an offer to take work at half the rate or less than is paid for white men's labor, an arrangement which none the less can be carried out on a basis which involves a great advance upon the scale of remuneration enjoyed in his own country. In competition of this character the Caucasian believes, and all economic reasoning seems to support him, that his own standards of life are certain to be depleted and destroyed."

Let us wake up right once and demand effective legislation in Canada and the United States that will make both countries certain to the white man for all time. It is a question of self-defense for the home, the nation and the future of both.

## Hard Times Promised.

We believe that if certain financiers could have their way the country would be plunged into a business depression that would outdo everything of the kind we have ever had to experience.

The "divine rights" and "trustees of God" magnates feel they were unfairly dealt with when they were ordered to obey the laws they have always professed to believe were so necessary a part of our governmental machinery. It was all right to talk of our great land and its beneficent laws as long as those laws applied to the people and the profits of the lands went to themselves, but when the time came to obey the law and divide the profits they changed their tune; and if all signs are not wrong, they will let old "Mr. Common Peepul" know that when the corporation tail is twisted that the corporation teeth can bite.

The disposition to get even with the people cannot be covered up. The expressions of pessimism are finding ample excuse in the whispers of hard times to follow legislative hysteria.

There is no question but that the ambition to soak the railroads has resulted in certain offensive legislation. A corporation

has as much right to a legitimate profit as an individual has and if it is the duty of a legislative body to protect the people it ought to have sense and fairness enough to understand what protection means to the people and their corporations for if it is unfair to the latter it is of no profit to the people. It is hard to make some people realize that when any business is unfairly treated that it is only a question of time until they will pay the freight for their errors, but it is the truth just the same.

There is a tightening up in certain industries. The iron trade sends up dismal wails over the outlook for 1908. The crop report does not show any phenomenal results and as there are certain financiers who have been compelled to let up on their inner methods and do business fairly they have felt the "iron hand of the oppressor" and let loose the usual cries of the wounded who feel the rest of the world was created for their benefit.

Mr. Ripley of the Santa Fe has joined the crowd of pessimists. In an interview, he said:

"I take a very gloomy view of the future. I cannot see how we can escape

hard times. The country has been worked into a terrible hysteria over railroads and corporations until the people are likely to do most anything so long as a railroad or a corporation is hit hard.

"The hysteria has affected high places," he added, "and has resulted in grand stand plays where we might reasonably expect to find calm and deliberate judgment. I can see evidences of trouble ahead despite the fact that railroads just now are busy.

"In a short time there will be two men to every railroad job instead of two jobs to every man. As for railway buying or railway building, I could not recommend our directors to build another foot of road in Texas with the laws they have passed there or in one or two other states I could mention."

There is considerable merit in his references to hysterical legislation, but the grand

stand plays have not all been hysterical and it is unfair to class every legislative reform or judicial application of the law as a grand stand play.

The statements attributed to Mr. Ripley, we think are based on his objections to state laws of varying powers that restrict railways in so many different ways as to cause general disarrangement of operating methods. He favors a national law. So do we.

But let us hope that by the time the lines started are well toward completion that the scare that stocks and bonds are experiencing will be over and things look brighter all the way down the line.

As a matter of prudence, however, admitting that certain capitalists can shut off business to a degree, it will be good policy for every man who has a job to hang on to it.

## The Differential Allowed Switchmen.

The outcome of the temporary settlement of the Colorado and Southern strike is the establishment of a differential of two cents an hour in the pay of switchmen for the territory included in the settlement as will be herein shown.

This adjusts all of the questions raised prior to the Chicago settlement whereby wages of road and yard men were readjusted for the territory including Chicago, and, what is known as the Chicago standard territory. The new rate will hereafter apply in all wage questions and doubtless will be maintained, for the very good reasons offered to the arbitrator by Grand Master Morrissey and added to by the fact that all wages in the zone affected are higher than elsewhere.

The decision of the arbitrator, Hon. E. E. Clark, of the Interstate Commerce Commission, herewith follows:

Washington, D. C., Sept. 23, 1907.

Mr. J. E. Hurley, General Manager, Atchison, Topeka & Santa Fe Ry. Co., Topeka, Kansas:

Mr. P. H. Morrissey, Grand Master, Brotherhood of Railroad Trainmen, Cleveland, Ohio.

Gentlemen:—An agreement reached at Denver, Colorado, on August 31, 1907, signed by Mr. R. H. Ingram for the railways and by Mr. P. H. Morrissey for the employees, provides for submission to the undersigned as arbitrator the questions of whether or not the yardmen in the herein-after described territory shall be granted certain requested increased compensation, and, if so, upon what date shall the increase be effective. The questions were argued by Mr. J. E. Hurley for the railways and Mr. P. H. Morrissey for the employees. The following conclusions are reached:

Facts support the contention that the territory in question is and for a long time has been one in which generally higher wages obtain than in territory farther east. This is true as to railway employees as well as to other wage earners. In many instances the railways, parties to this arbitration, pay



to other classes of employes higher rates in this territory than they pay to these same classes of employes farther east. The policy of measuring increases in pay by uniform percentages in the different territories has accentuated the differences in rates of pay, and must still further accentuate those differences so long as that plan is followed.

The principle of a higher rate of pay for the class of employes now under consideration in this territory has not heretofore been recognized, although contended by the employes at times and, by mutual agreement, withdrawn without prejudice in connection with general wage movement a few months since, and referred for settlement to the roads directly interested and their employes. There seems to be no good reason for denying this class of employes substantially the same recognition in this zone that is accorded to nearly all other classes of labor. It is not believed that to do so will furnish or establish any new precedent or principle that can be seized upon to upset existing principles or conditions or that will afford a leverage for furthering unjust or unreasonable demands.

Granting the request of these employes for a differential of two cents per hour higher than the present "Chicago standard" means to make their pay substantially six per cent higher than that standard, which is in turn higher than generally prevails still further East and South. There does not appear to be any fixed or established rule governing the difference of pay of men in the territory involved in this proceeding and the territory farther East. It is, however, certain that the six per cent proposed in this instance is not excessive or unreasonable in comparison.

It is argued that the increase now proposed added to the general increase made in November, 1906, makes an unusually high percentage of increase. It appears, however, that the total of increase to this class of employes will not aggregate a substantially higher percentage during the past few years than has been accorded to other classes of employes whose compensation bears a direct relationship to that of the men now under consideration.

The number of regular employes affected

by this decision is probably not more than 2,500. No plea of financial inability to pay the increase contended for is presented.

It is therefore adjudged and awarded that "the wages of yardmen, i. e., foremen, helpers, herders (or yard pilots) and hill conductors and brakemen included in yard schedules" shall be increased one cent per hour over and above the rates made effective September 1st, 1907, at the Denver conference, and at which time agreement for this arbitration was reached. This increase will apply on railway systems and in their yard as follows:

Atchison, Topeka & Santa Fe.—Colorado Springs, Pueblo, Trinidad and territory west and south thereof.

Atchison, Topeka & Santa Fe, Coast Lines.—Entire territory.

Colorado Midland.—Leadville, Basalt and Cardiff.

Chicago, Burlington & Quincy.—Denver.

Colorado & Southern.—Denver and points west thereof, and south to and including Trinidad.

Denver & Rio Grande and Rio Grande Western.—Entire territory.

Chicago, Rock Island & Pacific.—Roswell, Colorado.

El Paso & Southwestern.—Entire territory, except El Paso, which will carry the same rate as other roads at that point.

Galveston, Harrisburg & San Antonio.—El Paso.

Missouri Pacific.—Pueblo.

Oregon Railroad & Navigation Co.—Entire territory.

Oregon Short Line.—Entire territory.

San Pedro, Los Angeles & Salt Lake.—Entire territory.

Southern Pacific Company, Pacific System.—Entire territory, including the lines in Oregon and lines east of Sparks.

Union Pacific.—Denver, Cheyenne & West. Texas & Pacific.—El Paso.

The increased rate herein awarded will become effective as to all the territory above described on October 1st, 1907.

(Signed) E. E. CLARK,  
Arbitrator.

All credit will be given the men on the Colorado & Southern who led the fight for the differential. The men on the other

roads affected were just as ready to take up the matter if it had been necessary, but fortunately it was not.

The loyalty of the men will always stand as an example of what true loyalty means in labor organization work. Not a man refused to join with his associates, not one of them deserted during the strike and not one of them showed in any way that he had lost faith in the Brotherhood.

For a railroad strike it was a long one and particularly so to be a successful one. Strike breakers were brought in plenty, but they did not succeed in doing the work. The usual run of bums tried the job and the company was evidently glad to be well rid of them, for when the first sign of settlement came every one was discharged and every striker returned to the service.

This is an expression of confidence in the men that cannot be lost sight of and is a compliment to their ability and worth as employees.

There is one lesson that ought to impress itself on every train and yard man and that is that one branch of the service needs the full assistance of the other if it expects to accomplish anything in the face of determined opposition from the employer.

The critics of the Brotherhood who have been wondering how it would work out if the yard men had to fight for their rights ought to be satisfied that when the time comes the road and yard men are united. The Brotherhood is not a divided organization. The road and yard men of this Brotherhood will work together.

## The Rights Of The Public.

During the strike on the Colorado and Southern we were treated to several dissertations on the rights of the public, all to the effect that the employees owed a public duty to the rest of the population and it was their business to keep at work.

It also is the duty of the manufacturer, the coal mine owner or the farmer, to keep at work in the interests of the public, but who dares say the government must force them to keep at it if they do not want to? Who will tell a factory owner that he owes it to the public to keep his factory open at a loss and expect to have attention given his demand? But when the same advisers, who stand up for the rights of the public, declare that workmen must keep going at a loss they feel fully within their rights and expect their notions will be at once complied with.

So far as the interests of the public are concerned they are the common interest of all the people, not of one particular part that demands to be kept going at the expense of another part. There is such a thing as individual right and freedom of contract, or so the associations of employers tell us, that belong to every man, and it is proper to exercise that right as it suits

him. His own interests are paramount; the concerns of others are secondary. Because a man works for wages does not mean he is a slave to the public. If he refuses to sell his labor at a loss and quits he only protects his own interests against the purchaser, his employer, who will not pay the price. The employer who refuses to pay labor its price overlooks the interests of the public just as much as does the man who refuses to sell below price.

An idea of current comment on the question can be gained by reading the following from the *Denver Republican*:

"The strike of the switchmen on the Colorado & Southern road directs renewed attention to the obligation of the government-municipal, state or national, as the case may be—to compel the operation of all great public utilities, such as railroads, street cars, water works, lighting works and others, which are of every-day importance in the life of the country.

"In the operation of public utilities the people have the deepest concern. Eventually they pay the bills, and in case the operation of a railroad, street car or other plant of that kind ceases for any reason, the public is the greatest sufferer.

"It should always be borne in mind that the owners of such plants are the trustees and the employees the servants of the people. It is the people who confer the right to corporations of the kind in question to exist and to carry on their business; and in behalf of the public it is the duty

of the government to remove every obstacle in the way of continued operation. Railroads must be kept moving, and so of street cars, water works and other plants which serve the people; and disputes between employees and employers should not be permitted to interfere. Refusal on the part of the postoffice employees to do their work would not be tolerated for a moment; and so far as the obligation to keep moving is concerned, the position of one of the great public utilities does not differ widely from that of the postoffice department.

"The merits of the switchmen's strike in the case of the Colorado & Southern road is not a matter we are called upon to consider, and it does not enter into or form a part of the present discussion. Without regard to whether the strikers are making just or unjust demands, it is the duty of the government to see that the road is kept in operation."

This quotation is not an exceptional one and the nature of it shows immediate personal concern. It demands that employees of railroads work under any conditions because they are needed all the time, but other employments can follow the old style of fighting it out. There is a lack of principle in the argument. If one employee must work as a public duty, why not all?

There is a certain set of persons who seem to believe that the government can make men work whether they want to or not. The government does not presume to force its own employees to work, unless they are in the army or navy. It sets a price for their work, the employee can accept it or he can quit. The government has no voice about that part of his rights as a citizen.

The writer for the *Denver Republican*, and his kind, labor under the impression that all that is necessary to make men work is to issue a court order to that effect and the work will go on. This might be excused as a Colorado notion bred in past practices peculiar to that State, but it does not go with intelligent workmen for all that.

When a man strikes he quits his job. His interest in it is gone, aside from the natural expectancy that by leaving the job with the rest of his co-workers he will force the employer to re-employ him at a better figure. So far as his right to interfere unlawfully with the operation of the property goes, he has none. He cannot construe his separation from the service as a license to injure his former employer any more than he could find it an excuse to injure any one else. He is done with him for the time. His re-

fusal to work ends his connection as an employe. He must obey the law whether he works or not.

Workmen understand that when the business of their employer suffers they must share the loss. They are not looking for losses, but when their work is performed at a figure that means loss to them so far as purchasing power of wages goes, then it is their business to bring pressure to bear to raise the wage rate to the living rate, and above it, to provide some of the good things that the employer enjoys as his legitimate right because he is in business. Do not overlook the fact that the employee is also in business.

It is surprising that in all of the demand for the government to keep things moving there is none that the government compel the employers to accede to the wage rate of the workmen. The entire question is, that the government make the men work.

The men, fortunately for them, are still a part of the government. Their right to sell their labor is just as sacred as the right of the employers to sell their product at the best price they can force the public to pay.

We are very willing, even anxious, for the time to come when employer and employee will not have to suspend their relations and force their issues, but the present methods will have to continue until such time as the employers will be willing to pay labor what it is worth, based on the amount of production and the cost of living, according to the best standards thereof.

The right of the public to interfere is admitted. You cannot shut off back fence gossip unless you get out of the sound of its voice, but one does not have to listen to it seriously. The ideas of that part of the public that demands the government make men work would have been all right five hundred years ago, but things have changed since then. The men who go on strike are a part of the public, they are clearly within their rights as such, and while the public must necessarily suffer inconvenience because of the strike, that is one of the results of a strike. The general public has just as much right to suffer when the cause is for the correction of injustice as the part of the public on strike would have to bear the burden of wrong alone.

## Why Joseph G. Cannon Should Not Be Speaker.

WHEREAS, We have reason to believe that Joseph G. Cannon has, as Speaker of the National House of Representatives, used the influence and power of that great office to defeat the passage of legislation sought by the railroad employes, and other working classes, both in the way of appointing as members of the House Committee, to which such legislation was referred, men who were known to be hostile to its enactment, and by denying it proper consideration by the House, also by personally going upon the floor of the House, and by the use of threats, intimidation and force, compelling members to vote against our legislation contrary to their own convictions; therefore, be it

*Resolved*, By the Brotherhood of Railroad Trainmen, in Eighth Biennial Convention assembled, at Atlanta, Ga., May 20th, 1907, that we hereby denounce said actions of Mr. Cannon as arbitrary, autocratic and not in keeping with American principles of government or fair play, and we solemnly protest against his re-election to this high and honorable office, upon which he has brought reproach, as we believe his re-election would prejudice and render impossible of fair consideration by the House of legislation looking to the protection of railroad employes and other classes of labor.

Resolution Eighth Biennial Convention of the Brotherhood of Railroad Trainmen, Atlanta, Georgia, May 20th, 1907.

The Sixtieth Congress of the United States will convene on December 17th, 1907. The first act of the House of Representatives will be to elect a Speaker. It is the usual procedure for the House to select the choice of the majority party caucus, which doubtless will be the "Honorable Uncle Joe."

The absolute power of the Speaker of the House to make or break legislation is admitted. Nothing can get by him unless he decides, and together with the Committee on Rules, he forms one of the most arbitrary legislative tribunals that can be found on the face of the earth. The method of procedure cries shame to our pretensions to a democratic form of government. The members of the House tie themselves by party agreement to let the Speaker do as he pleases with them, and he does. This does not particularly apply to Mr. Cannon, for each Speaker follows the same party path. The objection to him as Speaker, from our view point, is that we feel he is naturally opposed to whatever we want in legislation, and, therefore, will do what he can to prevent our getting it. We believe we would fare better in the hands of almost anyone else.

To show that our opposition is not based on personal prejudice, and that there is no meaningless desire to see some one else elected to the position, we will refer briefly to his work as a member of the House, and as Speaker thereof, offering evidence prepared by Brother H. R. Fuller, National

representative for the railroad organizations.

During the Fifty-sixth Congress, amendments to the Sherman Anti-Trust Law were proposed. The representatives of labor were apprehensive that the purpose of the proposed amendments to that law would be to afford relief to labor, and, therefore, suggested an amendment which they had drafted. Labor's amendment came before the House for a vote, and was adopted by a vote of 259 to 9; but conspicuous among the nine voting against it was Mr. Cannon. D. C. R. June 2d, 1900, page 6994.

After years of struggle, the railroad employes of the country secured the passage of a law, to save the lives and limbs of employes on railroads, commonly known as the Safety Appliance Law. This law provided for uniform, automatic car couplers and power brakes on railroad trains. In the Fifty-seventh Congress, the enemies of that humane law made strenuous efforts to fritter away its safe-guards, by authorizing a reduction of the number of air brakes to be used in trains. The parliamentary situation was such that the only way to prevent the passage of such a provision was to secure from the House, the passage of a motion instructing its conferees with the Senate committee to recede from it. Such a motion was made and passed, but the Honorable Joseph G. Cannon voted against it, and consequently voted against the interest of labor and hu-

manity. D. C. R. Feb. 23d, 1903, page 2704.

All interests of an important character, other than labor, are represented in the government of our country by separate departments, with its chief executive officer, a secretary, who is a member of the President's Cabinet. Labor has, therefore, for years, sought the creation of a Department of Labor, with a secretary, who, in the President's Cabinet could request and speak in the name of the vast interests of labor.

During the Fifty-seventh Congress, a bill was introduced to create a new Department of Commerce and Industries, and to absorb the Department of Labor. If we could not secure a separate department of labor, with a cabinet officer at its head, organized labor was opposed to the Department of Labor being made a subordinate bureau in the then proposed new department, and we asked that the Department of Labor be left free and independent, until such time as Congress might see the wisdom and necessity of making that department executive in character, and that its chief officer should be a member of the President's Cabinet. When the bill was under consideration in the House, a member, one of labor's friends, moved to recommit the bill, with instructions to report a bill to retain the department of labor as a separate and independent department, with a cabinet officer at its head, but the Honorable Joseph G. Cannon voted against this proposition. D. C. R. Jan. 17th, page 958.

In the Fifty-eighth Congress, Mr. Cannon was elected Speaker and made up his committees, (before which labor legislation would come), in such a manner as to practically make it impossible for such legislation to be reported or enacted.

Prior to the Fifty-ninth Congress, Mr. Cannon was communicated with, and respectfully petitioned that in his appointment of the committees before which labor legislation should come, he might so constitute these committees as to give labor legislation a fairer hearing, consideration and action. These petitions he utterly ignored, and accentuated his hostile attitude by the appointment of members, if possible, still more antagonistic.

During the Fifty-ninth Congress, the committee having in charge our Employers' Liability Bill amended it so as to require the parents of the unmarried employe, who was killed, to prove their dependency upon him, before they could recover damages for his death. Our objection to this unfair amendment was made known to Speaker Cannon, and an opportunity was asked to correct it, when the bill was up for consideration in the House. Speaker Cannon declined to grant this request, aye before he would agree to recognize the member of the House having the bill in charge for the purpose of moving its passage, he exacted a promise from him that he would not offer an amendment to correct the defect referred to, and by reason of the critical parliamentary situation thus created by the Speaker, we were compelled to permit the bill to go through the House, with the objectionable provision retained.

Labor has for years endeavored to secure the passage by Congress of a law restricting immigration; the immense numbers, now more than a million and a quarter, coming to our country within a year. One of the effectual means to secure this was an educational test, and this was incorporated in the bill before the 59th Congress; the U. S. Senate having adopted it in a bill which passed that body.

It was clear that a majority of the members of the House of Representatives were in favor of this bill, including the educational test, but Speaker Cannon not only used the vast power and influence of his office to defeat it, but he left the exalted position of the Speaker, went upon the floor of the House, and by force pulled members out of their seats, and by threats and intimidation, made enough of them go between the official tellers of the House, and vote against the proposition. As a result of his high-handed actions, the educational test was defeated and stricken from the bill.

In the 58th Congress, the majority of Speaker Cannon's Committee on Labor adopted a series of resolutions containing inquiries, which were incapable of intelligent answers. This course was adopted to avoid a record vote against Labor's Eight Hour Bill.

In the 59th Congress, Speaker Cannon's Committee on Labor was practically forbidden by him to report Labor's Eight Hour Bill. The committee sought to prolong the hearings to prevent a report on the bill. At one session, a peculiar situation was created. There were seven members present, three of the majority party and four of the minority party, and by a vote of four to three, the chairman of the committee was instructed to report the Eight Hour Bill to the House, with a favorable recommendation that it pass. After the report was made to the House, Speaker Cannon positively refused to recognize any member of the House for the purpose of calling up the bill for consideration; and thus, through his opposition and manipulation, the bill failed of passage.

In the 58th Congress, Speaker Cannon's appointees on the Judiciary Committee smothered labor's anti-injunction bill by prolonged hearings, and as a result of the actions of his appointees on this committee in the 59th Congress, all anti-injunction bills were again smothered.

During the 59th Congress, Speaker Cannon used his influence to force through the House, without giving labor an opportunity to be heard, an act repealing the operation of the Eight Hour Law, so far as it applies to alien labor in the construction of the Panama Canal. It was stated in justification that this action applies only to alien laborers, but though this is true in so far as the act itself is concerned, yet the result has been that the men working on the Panama Canal construction, whether Americans or aliens, are working more than eight hours.

Even so far back as in the 46th Congress, on April 21st, 1879, a member of the House offered a resolution to enforce the Eight Hour Law. On May 7th, 1879, it was taken up in the House for consideration. Mr. Cannon opposed the resolution, and in reply to a question whether the proclamation of President Grant did not declare that there should be "no reduction in the wages of workmen on account of a reduction in the hours of labor," Mr. Cannon said: "I do not now recollect, but it is not material; the fact is the law as now executed is this:

If they work ten hours, they get ten hours' pay, and if they only work eight hours they get only eight hours' pay. That is the manner in which the law is now being executed, and so far as I am concerned it will go on in that way, proclamation or no proclamation."—*Congressional Record*, Vol. 9, Pt. 1, page 1134.

On Mr. Cannon's motion, the resolution to enforce the Eight Hour Law was laid on the table.—*Congressional Record*, Vol. 9, Pt. 1, page 1161.

When it is borne in mind that in very few cases of government employes are the wages or compensation set by law, that they are settled generally by heads of departments or wage boards, and that, therefore, a proclamation from the President has all the force of a command to his subordinates, relative to such wages or compensation, it clearly shows even the early attitude of mind and hostility to labor of the Honorable Joseph G. Cannon of Illinois."

There is good reason to believe that if there were courage enough in Congress to break down the party yoke of precedent that ties the House in a bundle, and hands it over to the Speaker, that there could be something done toward the election of a Speaker who would at least be fair to our propositions, and not oppose them without reason. We are handicapped by prejudice and have to wait the good pleasure of one who is not in accord with us in anything, for the introduction of such legislation as we believe will be for our benefit and the advantage of all of the people.

If the evidence herein submitted appears sufficient to warrant a protest against his election, make one to your Congressman, and at least let it be known that we have the courage to object to the methods employed by the House and the Speaker, if Congress has not.

If the members of the Brotherhood feel that it is right to protest against the election of Speaker Cannon they can offer their objections by resolution to their member of Congress or they can offer their objections through a regularly appointed committee appointed to make known their views to him.

## The Switchmen's Union And Sympathetic Strikes.

In view of the fact that there is considerable discussion now being indulged in concerning a recent demand of the Switchmen's Union for a re-adjustment of wages, and the probable attitude of the Brotherhood of Railroad Trainmen, it might be well as a matter of information to refer to the position taken in the past by the Switchmen's Union, regarding sympathetic movements.

It is the practice when one set of men undertake to do something, to expect that all others in any way connected with the service, will throw their sympathies into the controversy even to the extent of joining in the forcing of the issue.

The Brotherhood of Railroad Trainmen has not indulged in sympathetic strikes, and unless the JOURNAL is very much mistaken, or conditions are entirely changed, it is not to be expected that it will change from its present position in regard to such matters. It will observe its organization laws and its contracts.

Inasmuch as the Switchmen's Union has followed the granting of the differential for the lines west of Denver, by a demand, the answer to which is expected at about the time this number is issued, it might be well for our own members to understand the position of the Switchmen's Union, in regard to lending its assistance to other organizations.

In the August, 1902, issue, page 1198, we find an article stating the position of the Switchmen's Union, from which we take the following excerpts: "The time has come when the world at large must know the attitude of the Switchmen's Union in regard to sympathetic strikes; and let us add that whatever is said here will be fully lived up to in the future, no matter who it suits, or who it does not suit. Self-preservation is the first law of nature."

*"It wants to be thoroughly understood by all members of the Switchmen's Union, that any member or lodge of the organization*

*that participates in a sympathetic strike, without the consent of the Grand Master, will be immediately expelled. This is good, plain English and cannot be misunderstood. We want to see labor win at all times, but we positively refuse to be made cats paws of any longer. Those who put the chest-nuts in the fire will have to pull them out."*

This article is given over altogether to explaining why the members of the Switchmen's Union must not engage in sympathetic strikes. At the time the Brotherhood was endeavoring to adjust the wages for the Trainmen in the western territory, and the men on all of the lines had voted on the question of striking to enforce their demands, the April, 1907, issue of the Journal of the Switchmen's Union, page 344, offered the following advice to its members:

"The various committees of the Brotherhood of Railroad Trainmen, representing the railroads west of Chicago, after many weeks in session in Chicago, trying to arrange a satisfactory wage scale, have finally adjourned without reaching an amicable understanding with the railway management.

This, indeed, must place the Brotherhood in a rather humiliating and embarrassing predicament to explain WHY, after doing so much for SWITCHMEN, they were unable to do as much for themselves.

We are told that the western members of the Trainmen are taking a vote to decide whether they will accept the companies' offer (10 per cent increase for freight men; 7 per cent for passenger men), or strike for a greater amount.

Now, brothers, we hope the road men get all they ask for. We do not begrudge them a dollar a day of an increase if they get it, and they would not be getting too much at that, *but what concerns our members is this: your Grand Master, and your representatives, on the 10th day of last November, signed an agreement with the general managers in Chicago, for an in-*

*crease of 4 cents per hour, taking effect November 1st, 1906. You have been working under this new wage agreement for five months, and everybody seems to be satisfied with present conditions.*

*Now, then, are you going to nullify what your Grand Master and your committees accomplished in Chicago, last November, by going on a sympathetic strike, in case the Trainmen carry out their threat?*

*You are not asked to scab, but simply attend to your own business, the same as the brotherhoods have invariably done when we were in trouble.*

Here is the position of this Union, and it will admit of no compromise: no other order, be what it may, has any just claim on the jurisdiction of yard service. ABSOLUTELY NONE. From this position we cannot recede one iota; to do so would be a surrender of our rights.

This Union was founded for the protection of switchmen; its functions begin and end right there.

To admit that any other organization has a right to shape the destiny of switchmen, makes our position untenable and ridiculous.

Again, we say, we hope the road men will get all they are contending for, and we will not feel a bit envious or jealous, but they must not rely on the Switchmen's Union of North America to engage in their war, for this Union has been graduated from the bitter school of experience."

We had no criticism to offer the Switchmen's Union for stating that the organization would not be drawn into a sympathetic strike. We merely desire now to call the attention of the members of this Brotherhood to the position of the Switchmen's Union, regarding the question of sympathetic strikes.

## Things Doing.

The suits brought by the Government against certain lines of **Western Roads** road entering Omaha, Nebraska, have been heard **Fined.** and the Safety Appliance Act has been sustained in several of the cases while others are held pending investigation by the court.

The Burlington was the greatest offender, having been adjudged guilty on four counts and fined \$100.00 for each offense. The court held that "knowledge of the existence of the defective appliance is not an element of defense, nor can it so be recognized."

The cases heard and disposed of at Omaha were as follows:

Missouri Pacific, one count in favor of the Government and one count against; Chicago and Northwestern, submitted on demurrer; Union Pacific, judgment confessed and fined \$100.00; Union Stock Yards Company, under advisement; Chicago, Burlington and Quincy, two cases

joined; judgment for Government on four counts, fined \$400.00; same road, seventeen counts, cases continued.

A very important question came up during the trials relating to the maximum height of drawbars. Under the Safety Appliance Act the centres of draw bars must be thirty-four and one-half inches from the top of the rail, allowing a variation of not more than three and one-half inches between loaded and empty cars. It is on the question of variation of heights that a majority of the cases are held under advisement.

The cases were all of that order that can be classed as careless and neglectful. None of the repairs needed were expensive and the amount paid in fines would more than have paid for the repairs. If the railroad companies prefer suits with fines to repairs that is their business, but they need not overlook the fact that if an employee uses a defective appliance in the performance of his duty that the employer is responsible if he is injured or killed.



The several peculiar factors that go to make up a substantial part of our government are responsible for the failure of this country to acquire outside possessions and hold, or govern, them properly.

**Where Are  
We At?**

We bulled headlong into the Cuban war, and today few of us, if any, can intelligently tell just why. We surely never sympathized with the Cubans to the extent of dying for them to say nothing of loading up a never ending debt for coming generations to pay. If our sympathies are so profound and so easily touched we would, naturally, have cleaned out the slave camps, the sweat shops and other places where our own people are abused. It was merely getting after a nation we believed we could easily defeat and, again, there were certain commercial interests that were strong for war.

But, whatever the cause, we are now suffering from the effects for the reason that we undertook to do something and had to do it in our own way, which clearly is not the right way.

Our ideas of democracy and a republican form of government are not calculated to work well where our plans are not well understood. To get down to a short story of it all we are policing Cuba and always will. The Philippines are a mill stone about the governmental neck and it fervently wishes it had put the \$300,000,000 in coast defenses instead of into the Islands where it never will be gotten out again. We took over Hawaii and are ready to abandon it at the first sign of trouble with an eastern nation, and all because our experiment of colonial government was undertaken without considering the ever present political feature of our plan of government.

This nation needs outlying harbors for its commerce and a resting place for its navy. All the country acquiesces in this belief, but if the question of fortifying any of those same places comes before the government the politician rises and sends his voice aloft in derision and the country with little war experience, applauds the money saver and the patriot. Coast defense, additions to the army and navy and in fact every intelligent feature of protective character is thrown overboard. Then, when the

blow threatens we draw ourselves together, send for the navy, applaud what there is of the army and withdraw the defenses from our colonial territory and let the entire question go overboard in the necessity for concentrating our defensive forces.

It is to be regretted that the advocates of increased defenses are so radical in their utterances as to appear absurd. It is more to be regretted that certain statesmen of unquestioned influence are opposed to adding to our defenses on sea and land. They dare not forget that the price of peace is preparation for war. Yet, they ignore it for political purposes.

If there is any doubt about the matter, refer to the Spanish-American war. Remember the feverish haste with which \$100,000,000 was placed in the sole charge of the President to do with as he thought proper. Do not overlook the fact that the government bought every old tub it could find to add to the strength of its navy. The hasty preparations, and lack of them, were responsible for more death than the battles and marches of the war and yet, as soon as it was over, we were ready to get deeper into the muddle and refused to profit by the lessons taught at the beginning of the war.

We have had to police Cuba and we never made a pretense of allowing the Philippines to get along without guarding. We are afraid of a sudden attack by the Japs. Our cruisers and battleships all are to go to the west coast and leave our prized "expanded" territory to go over to the enemy without a blow for its defense. It is the thing to do of course under the circumstances, for why stay to fight when defeat without benefit is to be the certain result. But, as we agree on this why not decide that it is always opportune to let go of a thing when it becomes too hot to hold? Why not suffer a little jar to our pride rather than to have it bumped too hard? Why not admit we do not have the courage to follow up our plans of expanding our nation with proper defenses on sea and land, and that we do not know how to govern half civilized people. Sentiment will not permit their being shot; they do not understand any other form of government. Why not sell out if we can find a white purchaser.

# NOTES

**WANTED.**—To know the whereabouts of G. E. Van Matre. Address W. H. Kane, Financier, Lodge No. 583.

**WANTED.**—To know the present address of Brother D. P. Shields. Last heard from at Vancouver, B. C. Address A. B. Carleton, Financier, Lodge No. 580.

**WANTED.**—To know the address of Jim Bronson. Last heard from on the C. & S., out of Denver, Col., two years ago. Notify Jim Bronson, Sr., O. R. C. Division, No. 42, Trenton, Mo.

**WANTED.**—To know the whereabouts of C. A. Myers, of Lodge No. 49. Last heard from was working out of Big Springs, Texas, three or four months ago. Address J. H. Kramer, Financier, Lodge No. 49.

**ANYONE** knowing the whereabouts of L. E. Worrell, formerly a member of Lake Front Lodge, No. 260, please notify James Pittaway, Master, Lodge No. 260, No. 1201 American Trust Bldg., Cleveland, Ohio.

**WANTED.**—To know the address of E. J. Kennedy, formerly of the Great Northern Round House, of Minneapolis, Minn. Last seen in St. Paul, September 16th, 1907. Address W. W. Hall, No. 30 Columbia Ave., S. E., St. Cloud, Minn.

**WANTED.**—To know the whereabouts of W. S. Hackett. Last heard from he was sick at Fort Worth, Texas. He was in the employ of the Santa Fe R. R., as brakeman. Please notify his wife, Mrs. W. S. Hackett, 1001 M St., Bakersfield, Cal.

## FOUND!

The JOURNAL has been notified that the assistant yard master at G. I., in Harrisburg yard, is in possession of receipt book with B. R. T. receipts, also traveling cards from Keystone Lodge No. 42 and Sapulpa Lodge No. 619 and a card from the O. R. C. lost by H. P. Fessler.

**JAMES R. TINCHER!** Your father is dead and your co-operation is important to your best interests in his estate. Who can favor me with his address? Raised near Bedford, Indiana, and some four years ago was braking out of Fort Worth, Texas. Address Frank O. Stannard, Springville, Lawrence County, Ind.

## LADIES' AUXILIARY—KANSAS CITY, MO.

Lodge No. 235 of the Ladies' Auxiliary to the B. of R. T. will hold a union meeting on November 21st, 1907, at 1 o'clock in W. C. T. Hall, 12th and Central. All visiting sisters who can make it possible to attend are earnestly requested to be present.

MYRTLE CRUMLY, Secretary,  
1317 Broadway, Kansas City, Mo.

## EIGHT-HOUR DAY.

Our readers will note by the advertisement of Hamilton Carhartt that the era so long striven for and hoped for on the part of the laboring classes has dawned in the Carhartt factory, which is now run on the eight-hour basis in all departments. There may be something still better in store for Mr. Carhartt's labor, for he says: "Eight hours today, less hours if need be for the morrow."

**TAUNTON, MASS.**—Lodge No. 70 is getting along very nicely at the same old place and the members would like to see the officers pay more attention to getting to meetings. We believe that with us it is a question of business before pleasure. This is a good rule in all cases, and particularly so when it comes to the management of a lodge.

A visit from a Grand Lodge officer would be very much appreciated.

AGENT, Lodge No. 70.

**NEWARK, N. J.**—Last month I received a list of names of brothers of Lodge No. 219 who were not receiving their JOURNALS, the postmasters returning them to the office of publication with the statement that they were not to be found at the address given.

This is very embarrassing to the Editor of the JOURNAL, also to the Journal Agent of this lodge. It is in reality a reflection on the Journal Agent as being delinquent in performing his duties. Brothers, it is impossible for me to chase you all up every month to find out where you live. If you do not receive your JOURNAL regularly, first communicate with your local postoffice authorities, then notify your Journal Agent. Send a postal card to him, as to where you want your JOURNAL sent, and do it at once. Do your part and I will do mine, and I assure you your JOURNAL will be sent you regularly.

A. M. DOUGLASS,  
Journal Agent, Lodge No. 219.

This letter can apply to almost every lodge in the Brotherhood. If any member does not receive his JOURNAL, it is up to him to notify the JOURNAL. It is not the work of the Journal Agent.

D. L. CEASE.

**WANTED.**—To know the address of John Obendorfer, thirty-nine years of age. He is 5 feet, 2 inches tall, weighs about 135 pounds, has light hair and complexion. Last heard of in 1901 at Wellston, Ohio, and have also heard that he is working on the L. & W. R. R. as a brakeman at Central City, Ky. Important news awaits him from home. Address P. J. McFadden, 636 Witson Ave., Youngstown, Ohio.

. . .

**GREENVILLE, TEX.**—Lodge No. 605 is plodding along the same old way and is adding to its membership right along. A number of our members have been promoted because business has been very good with us for some time.

Any brother coming our way will receive a hearty welcome from all of the members of our lodge.

PHIL FAGAN,  
Master Lodge No. 605.

. . .

#### RELIEF FUND.

All local lodges having a sick benefit will confer a great favor upon me by sending at once a copy of your by-laws and any information you can along this line, as we are intending establishing one in connection with our lodge, at the earliest possible time.

Thanking you in advance, I remain,

Yours in B., S. and I.,

J. J. MALLANEY,  
No. 257 W. No. Temple St.,  
Salt Lake City, Utah.

. . .

#### LOST.

The following articles herein mentioned as lost, if found, will please be returned to the Financier of the lodge of which the loser is a member.

E. A. Ross, Lodge No. 582, receipts.

G. M. Phillips, Lodge No. 373, receipts and traveling card.

W. J. Appel, Lodge No. 80, receipts, traveling card and watch.

E. A. Young, Lodge No. 174, receipts, time book and service letters.

John Rockford, Lodge No. 201, receipts from January, 1907, to September, 1907, inclusive.

It is supposed that the receipts belonging to Brother J. W. Morgan of Lodge No. 115, also traveling card, have been stolen.

T. A. Cheney, Lodge No. 69, pocketbook, containing thirteen months' receipts, also a service letter from the Burlington, at McCook, Neb.

These receipts and the card are out of date, but it is supposed that the party who took them is using them for his own purposes. If these receipts are shown, please take them up and send to E. F. Sugg, Financier of Lodge No. 221.

G. Bogart, Lodge No. 392, coat, containing receipts from April, 1905, to October, 1907; also two R. R. Y. M. C. A. cards and clearances from Pennsylvania Railroad and D. L. & W. R. R. If found, please send to Henry W. Braun, No. 1009 Berryhill St., Harrisburg, Pa.

## Business Subscribers Received For November

Under this head the JOURNAL will print once the name, business and business address of each business firm, or, of each person in business for himself, or, representing a business firm as its agent who subscribes for one year. The idea is to inform our readers who among their businessmen have subscribed and to recommend to them the fairness of giving their patronage to those who have patronized the JOURNAL.

#### TEMPLE, TEXAS.

Received from T. J. Stowers, Lodge No. 206:

Lowery & Lowery, Wood and Coal, S. Main.

Temple Fuel Co., Wood and Coal, S. 4th.

W. F. Blum, Jr., Saloon, West avenue, D.

C. C. Keeble, Deputy Marshal.

J. H. Thomas, Walhala Saloon.

Y. P. Ling, Restaurant, So. 1st.

Prairie Queen Laundry, So. 1st.

R. L. McKnight, Grocery.

Brady & Black, Hardware, Main street.

Black Bros., Grocers, Main street.

Willis & Post, Druggists, Main street.

Brown & Arnold, Hardware, So. Main.

Saulsberry & Bassler, Meat Market, So. Main.

E. E. Moaty, Manager W. P. O. Co., 5th street.

O. W. Haaschke, Meat Market, 1st street.

B. D. Baugh, Smoke House, 1st street.

Geo. A. Cox, Implements, So. Main.

Geo. Houghton, Paints, So. Main.

A. L. Flint, Buggies, Automobiles and Furniture.

J. H. Hemphel, Jeweler, Avenue A.

Robert Wells, Dray Line, 5th street, S.

Thos. G. Binkley, Lawyer, Avenue A.

Central Texas Comprs. Co.

Rotan Grocery Co.

#### AUSTIN, TEXAS.

Received from Mrs. R. E. Ludwig, Lodge No. 455:

Gregory & Batts, Borchers Bldg.

G. Gordon Martin, Dentist, Bruggerhoff Bldg.

W. Neal Watt, M. D., 700 Congress avenue.

Carl Belisch, Furniture and Carpets, 800 Congress avenue.

The People's Furniture Co., 500 E. 6th.

The Bledsoe Furniture Co., 412-414 Congress avenue.

Max Davis, Saloon, 121 E. 6th.

W. Bremond, The State National Bank of Austin.

The H'rrells, Clothing.

Frank Doughty, Furniture, 222 E. 6th.

Thomas & Kooek, Jewelers, 519 Congress ave.

Morley Bros., Druggists, 209 E. 6th.

Key & Thorpe, Dry Goods, 217 E. 6th.

E. K. Black, Dry Goods and Clothing, 211 E. 6th.

C. A. Reynolds, Beer Agent, W. 3rd.

Burnham Bros., Barbers and Barbers Supplies, 113 6th.

Smith & Wilcox, Clothing.

Nall and Co., Mantels and Office Fixtures.

Scarbrough & Hicks.

Eugene Martin, Opera House Saloon.  
 Chiles Drug Co.  
 Sutor Hotel.  
 Hume Lumber Co.  
 S. E. Rossmyer, Undertaker.  
 W. T. Wroe & Sons, Harness and Saddlery.

## TEXAS.

Received from Mrs. Bob Howard, L. A., No. 399:

## CHILDRESS.

Childress Hardware Co.  
 C. L. Giddens, Groceries.  
 City National Bank.  
 J. F. Fullingim, Ice and Coal.  
 P. S. Roberts, Grain and Feed.  
 Hardin, Strong & Guley, Real Estate Brokers.  
 Jackson & Bailey, Star Market.  
 A. D. Leslie, City Meat Market.  
 J. W. Mitchell & Co., Men's Furnishings.  
 T. J. Jefferies, Livery and Sale Stable.  
 John E. Quarles Co., Lumber and Building Material.

C. H. Smith, Groceries.  
 Mrs. S. A. Jones, Meals and Lodgings.  
 Mrs. Effie McWilliams, Restaurant.

## WICHITA FALLS.

Wichita Marble Works, Iron Fencing, etc.  
 J. R. Eldridge, Minnetonka Lumber Co.  
 R. E. Huff, President First National Bank.  
 Andy Norris, City Livery Barn.  
 Mrs. L. B. Hardesty, Confectionery.  
 Sam T. Layne, People's Ice Co.  
 T. J. Boyd, Contractor.  
 C. H. Hardman, Dry Goods and Groceries.  
 E. D. Bradley, Liquor Dealer.  
 J. H. Carithers, Dry Goods.  
 M. N. Curry, Durham Dairy.

## AMARILLO, TEXAS.

W. F. Dewy, Furniture, Polk street.  
 P. H. Seewald, Jeweler, Polk street.  
 White & Kirk, Dry Goods, Polk street.  
 McQueen Drug Co., Polk street.  
 E. D. Green & Co., Shoes and Gents' Furnishings, Polk street.  
 C. C. Taber, Men's Furnishings, 319-321 Taylor.  
 H. G. Campbell, Merchant Tailor, 115 E. 4th.  
 O. M. Eakle, Funeral Director, Furniture, etc., Polk street.  
 William Easton, Groceries, 614 Polk.  
 Lambeth Bros., Groceries, 618 Polk.  
 O. E. Adkins, Photographer.  
 A. H. Webster, Fresh and Cured Meats, 411 Polk.

## HOLLIDAYSBURG, PA.

Received from H. E. Coulter, Lodge No. 174:  
 Frank W. Fay, Attorney at Law.  
 J. W. Gromiller, U. S. Hotel.  
 Wm. Berger, Barber, Allegheny street.  
 Ed Cruse, Grocer, Boots and Shoes.  
 T. H. Suckling, Clothing and Hats.  
 L. K. Beagle, Butcher, Allegheny street.  
 G. A. Bender, Butcher, Allegheny street.  
 J. G. Sellers, Butcher, Allegheny street.  
 Albert L. Hartsock, Men's Clothing and Furnishings, Allegheny street.

J. E. Kitzinger, Capital Hotel.  
 S. M. Fiesler, American House.  
 Frank Glessner, General Merchandise.  
 W. H. Goodfellow Sons, Hardware.  
 G. W. Williams, Shoes, Gents' Furnishings and General Merchandise.

H. J. Davis, Druggist.  
 S. E. Kochendaffer, Jeweler.  
 J. Liventhal, Ideal Department Store.  
 W. A. Shoemaker, Logan Hotel.  
 Dr. J. R. Humes.  
 Dr. Samuel C. Smith.  
 C. S. Gale, Manufacturer of Brown's Ice Cream, Allegheny street.  
 C. M. Truax, Tailor, Cleaning, Dyeing, etc.  
 W. B. Baker & Co., Groceries, Flour and Feed.  
 John Ritter, Ice Cream, Oysters, Cigars and Tobacco.  
 M. Keely, Groceries, Cigars and Tobacco.  
 L. D. Stiffler, Hotel Kellerman.  
 Daus Bros., Bakers.  
 J. C. Jacobs, Sons & Co., Hardware.

## INDIANAPOLIS, IND.

Received from Joe Carr, Lodge No. 374:  
 H. A. Winn, The Arcade Jeweler, 21 Pembroke Arcade.

## LONDON, ONT.

Received from Chas. Veech, Lodge No. 415:  
 A. Thompson, Saloon, King street.  
 S. H. Knox & Co., Fancy Store, 145 Dundas.  
 T. J. Mowat, Shoe Store, 123 Dundas.  
 James Fergusson, Tailor, 639 Dundas.  
 J. R. Minhenick, "Pacific House," 671 Richmond.  
 Dr. F. P. Drake, 371 Wellington.  
 S. Stevely, Hardware, 520 Dundas.

## OSWEGO, N. Y.

Received from F. J. Bruetsch, Lodge No. 408:  
 Jules Wendell & Son, Jeweler and Watch Inspector.

## PENNSYLVANIA.

Received from W. H. Raley, Lodge No. 179:  
 PITTSBURG.

Alfred Tompkins, General Contractor and Furnace Builder.  
 C. L. Curll, Physician and Surgeon, 99 Hazelwood avenue.

## CONNELLSVILLE.

D. F. Girard, Brick Contractor.

## NEW HAVEN.

B. O'Conner, Victoria Hotel.

## PT. MARION.

Frank Dietrick, Meat Market.

## WEST VIRGINIA.

## CLARKSBURG.

Joseph Fucey, Railroad Contractor.

## FAIRMONT.

F. W. Hill, Physician and Surgeon.  
 L. G. Race, The Smith-Race Wholesale Grocery Co.  
 H. F. Smith, The Smith-Race Wholesale Grocery Co.

## OHIO.

## NEWARK.

Styron Beggs Co., Manufacturing Chemists.

## SACRAMENTO, CAL.

Received from A. Norton, Lodge No. 340:  
 H. C. Pike, High Class Tailor, 913 K.  
 J. Petersen, Wines and Liquors, 305 K.  
 R. Carstenson, Wines and Liquors, 500 K.  
 Powell McKee Co., Jeweler, 823 K.  
 J. Straub, Fine Tailoring, 907 K.  
 M. Speich, Wines and Liquors, 519 K.  
 J. M. Laufer, Tonic Distiller, 300 K.

## GREEN ISLAND, N. Y.

Received from L. E. Fuller, Lodge No. 90:  
 J. J. Conway, Hotel Keeper, Market and Paine.

## ALLIANCE, OHIO.

Received from E. H. Miller, Lodge No. 178:  
 Koch Clothing Co., E. Main street.

## WYMORE, NEB.

Received from C. E. Wymore, Lodge No. 493:  
 Jesse Newton, Newton Clothing Co.  
 G. Predmestky, Model Clothing Co.  
 F. P. Hargrave, Clothing.  
 Mentgen Bro., Fair Store.  
 C. W. Robertson, General Merchandise.  
 S. Bridenthal, Lumber.  
 G. Smith, Kipps Restaurant.  
 J. A. McGuire, Cashier National Bank.  
 F. E. Crawford, Attorney at Law.  
 Dr. T. R. Fritz, Dentist.  
 Adam McMollen, Attorney at Law.  
 Dr. Yoder, Doctor.  
 T. H. Archard, Real Estate.  
 E. L. Morse, Paper Hanger.  
 Geo. Leland, Engineer.  
 Benj. Llieux, Barber.  
 Ed Thiesen, Grocer.  
 C. N. Brown, Hay, Grain and Feed.

## CHICAGO, ILL.

Received from H. Budwiser, Lodge No. 581:  
 Mrs. A. Dorn, Buffet, 520 So. 48th avenue.  
 E. J. Schwytzer, Grocery and Meat Market, 511 So. 48th avenue.  
 E. M. Becker, General Merchandise, So. 48th avenue and Flourway.

## DUBUQUE, IOWA.

Dr. Charles M. Linehan, Physician and Surgeon B. of R. T. and B. L. E., B. of L. F. 2090 Couler avenue.

Dr. J. B. Heles, 2114 Couler avenue.  
 Hall & Sexton, Security Bldg., 8th and Main.

## ONTARIO.

Received from Alex. Neilson, Lodge No. 108:

## COLEMAN.

Chas. D. Brewer, Eastbourne Hotel, 1605 Danforth avenue.

## EAST TORONTO.

Mrs. Harris, East Toronto Hotel, 402 Kingston Road.  
 W. H. Blaylock, East Toronto Grocer, 1582 Danforth avenue.

## SALIDA, COL.

Received from W. Henry Curtis, Lodge No. 81:  
 Salida Record, 129-181 2nd street.  
 Hotel Harvard, corner 2nd and E streets.

## PHILADELPHIA, PA.

Received from Joseph W. Wilby, Lodge No. 113:  
 Wm. Brinbause, Saloonkeeper, N. E. Corner Amber and Cambria.

## MANCHESTER, N. H.

Received from G. B. Johnson, Lodge No. 235:  
 C. A. Trefethen, Jeweler, 959 Elm.  
 F. L. Wallace, Undertaker, 55 Hanover.  
 Alice B. Williams, Florist, 101 Hanover.  
 John A. Jaquith, Undertaker, 1088 Elm.

## TEAGUE, TEXAS.

Received from J. J. Shotwell, Lodge No. 769:  
 Jackson Bros., Hardware, Post Office street.  
 G. F. Dodgen, Book Store, Post Office street.  
 W. R. Hullun, "Last Chance Saloon."  
 D. K. Compton, Real Estate, Post Office street.  
 T. H. Smith, "Jug and Bottle House Saloon."

## PORT ARTHUR, ONT.

Received from W. H. Foustler, Lodge No. 626:  
 A. L. Smith, Druggist, Cumberland street.

## TEXAS.

Received from V. O. Fountain, Lodge No. 608:

## AMARILLO.

Faught & Higgs Grocery Co., Buchanan and 2nd.

## TEXLINE.

Chas. H. King, Restaurant.  
 J. E. Timple, Merchandise.  
 The Bank of Texline.  
 Kirksey & Lockwood, Merchandise.

## ROANOKE, VA.

Received from A. A. Belcher, Lodge No. 492:  
 Hunter & Co., Groceries.  
 W. L. Boyer, Singer Sewing Machines, 827 Salem avenue.  
 Silverman & Hyman, Clothiers, 11 Salem avenue, F.  
 Meals & Burke Clothing Co.  
 Hancock & Bowen, Gents' Clothing.  
 Vest & Minnick, Furniture and Stoves, 109 Campbell avenue, W.  
 People's Furniture Co., 118-120 Salem avenue, W.  
 F. M. Marks, Groceries, 389 Salem avenue, W.  
 J. Sherman & Co., Raleigh Cafe, 23 W. Salem avenue.

Wainwright & Ayers, Academy Hotel and Saloon.

Davis & Gray, Laundry.  
 Roanoke Steel & Metal Co., Roofing and Heating, 316 Salem avenue, W.

Virginia Lumber Manufacturing Co.  
 Price & Chick, Groceries, 204 Commerce.  
 Racket Store & Iron Safe, P. B. Barnes, Manager.

Brotherhood Grocery Co., J. G. Leonard, President.

Bagby Bros., Household Furniture.  
 W. L. Shields, Milliner, 33 Campbell avenue.  
 Roanoke Hardware Co., 29 W. Campbell ave.  
 Lynn Hutson, Jr., Jewellery, 31 Campbell avenue, W.

O. H. Goad, Cigars and Confectionery, 11 Campbell avenue, W.

Gooch Crosby Co., Booksellers and Stationers.  
 Van Lear Bros., Druggists, 101-109 Jefferson.  
 R. Fisher & Co., Tailors, 206 Salem avenue.  
 Smith, Courtney Co., Machinery and Supplies.  
 Eagle Clothing Co., 24 W. Salem avenue.  
 W. R. Hesser, Plumbing 332 Salem avenue,  
 S. W.  
 S. H. Heironimus & Co.  
 The Enterprise Clothing Co., Men's Outfitters,  
 11 Salem avenue.  
 H. L. G. Hensel, Tailor and Furnishings.  
 Roanoke Wine Co., 3 So. Jefferson.  
 Roanoke Mail Order Liquor House, 10 So. Jefferson.  
 China Art Book Store 15 Campbell avenue.  
 Frank West, Cigars, News and Fruits, 10  
 Campbell avenue, W.  
 Fritz Scholz, Bismarck Cafe, 21 Salem avenue.  
 Watt, Rettero & Clay.  
 Pettit & Co., Men and Women's Ready to  
 Wear Clothing, 30 W. Campbell avenue.  
 Thurman & Boone, Household Furniture.

## CUMBERLAND, MD.

Received from S. E. Knotts, Lodge No. 267:  
 T. R. Rice, Merchant, 30 Arch.

## EL PASO, TEXAS.

Received from L. W. Mullen, Lodge No. 80:  
 Dr. N. T. Moore, Room, 815, Trust Bldg.

## GAINESVILLE, TEXAS.

Received from W. T. Enlow, Lodge No. 49:  
 Board of Trade Saloon.  
 Blanton Grocery Co.

## BROOKFIELD, MO.

Received from C. E. Marseilles, Lodge No. 19:  
 C. E. Bridges, Barber Shop.  
 Dunn & Botts, Laundry.  
 Wheeler Savings Bank.  
 The Hub Clothing and Gents' Furnishings, 225  
 No. Main.

Joe Tetera, Billiards and Pool.  
 J. S. Rowsey, The Model Barber Shop.  
 Brownlee Banking Co.  
 Moore Bros., Cafe.  
 F. T. Sanford, Hardware.  
 Chapman, Clifton & Co., Groceries.  
 G. T. Bozarth, South Side Grocery.  
 W. S. Johnson, Grocer.  
 C. E. West, Q. Hotel.  
 Linn County Bank.  
 Bresnahan & West, Lawyers.

## DALHART, TEXAS.

Received from W. H. Landess, Lodge No. 633:  
 W. H. Harvey, Grocer.  
 Dalhart National Bank.  
 D. Vanderveen, Meat Market.  
 Union Grocery Co.  
 Dalhart Texan.  
 H. W. Yaseen, Jeweler.  
 Bank Saloon.  
 J. M. McChard, Pool and Billiards.  
 W. E. Jarrett, Ice Dealer.  
 J. S. Clendener, Feed and Fuel.  
 F. H. Jesse, Wines and Liquors.  
 A. C. Coleman, Bakery.  
 Midway Bank Co.

R. Dilworth, Wines and Liquors.  
 T. L. Swarengen, Grocer.  
 James Earnest, Gents' Furnisher.  
 J. A. Hill, Shoe Parlor.  
 Jones Hardware Co.  
 G. R. McGee, Drugs.  
 R. Kubelsky, Gents' Furnisher.  
 R. Edwards, Grocer.  
 Chas. Todd, M. D.  
 Chas. Summers & Son, Gents' Furnishers.  
 Tyson Drug Co.  
 The Enterprise.  
 Dalhart Transfer Co.  
 M. A. Thomas, Furniture.  
 Rock Island Cafe.  
 James F. Caine, Cafe.  
 John Ryan, Wines and Liquors.  
 W. T. Allen, County Clerk.

## BUCKLIN, KAS.

Bucklin Hardware Co.  
 Padgett & Hanby, Barbers.

## TUCUMCARI, N. M.

S. M. Brewer, Pool and Billiards.  
 M. B. Goldberg, Dry Goods Co.

## NARA VISA, N. M.

Clyde Hill, Proprietor King Hotel.  
 J. L. Searcy, Hardware.  
 F. A. Stubbins, Midland Hotel.  
 First National Bank.  
 J. P. Jones, Wines and Liquors.

## SUNBURY, PA.

Received from S. E. Sowers, Lodge No. 43:  
 C. F. Lawler, Park Hotel.  
 O. R. Drumheller & Son, Aldine Hotel.  
 G. H. Hoffman, Hoffman House.  
 L. T. Rohrbach & Son.  
 W. D. Leiby, Restaurant.  
 H. C. Chester & Bro., St. Charles Hotel.  
 Blank & Gottshall.  
 F. B. Rice, M. D.  
 Clement & Brocius.  
 F. W. Bitner, Magnet Store.  
 Davis & Co., 806 E. Market street.  
 Oppenheimer & Jonas.  
 F. W. Swineford & Bro., Empire House.  
 M. Millner, Merchant.  
 Achenbach & Co.  
 Rice & Son, Merchants.

## KENTUCKY.

Received from Ed Wiley, Lodge No. 494:  
 F. Hymans, General Merchandise, 108 S. Upper.  
 T. G. Foster, Plastering Contactor, 168 E. Main.  
 W. H. Neal, General House Furnishing Goods,  
 221 E. Main.  
 S. Weisonach, Wholesale Meat Dealer, 344 E.  
 Main.  
 I. S. Madox, Atlantic and Pacific Tea Co., 318  
 E. Main.  
 W. F. Listrunk, Wholesale Fruits and Vegetables,  
 274 W. Vine.  
 Lexington Drug Co., Phoenix Hotel Block.  
 Henry Bosworth, Expressing.  
 PARIS.  
 Drs. Kenney and Dudley.  
 C. R. James, Dry Goods.

## CALIFORNIA.

Received from Tim O'Brien, Lodge No. 74:  
LOS ANGELES, CAL.

Barker & Hutchinson, Fountain Saloon, 115  
So. Spring.

## COLTON.

W. S. Woods, Cigars and Pool Room.

## SAN ANTONIO, TEXAS.

Received from John Appleby, Lodge No. 369:

Mission Steam Laundry, Military Plaza.

Leopold Simon, Aransas Pass Drug Store, 1217  
So. Flores.

## SACRAMENTO, CAL.

Received from A. Norton, Lodge No. 197:  
H. L. Stich, The Hatter, 815 K.

## FAIRBURY, NEB.

Received from Lon H. Hinit, Lodge No. 400:

W. F. Girard, Cigars and Tobacco.

W. E. Burrell, Jeweler.

Mrs. D. A. Towell, Milliner.

H. J. Engels, Jeweler.

H. H. Tedt, Boots and Shoes.

## SYRACUSE, N. Y.

Received from Frank Knight, Lodge No. 705:

Charley Dorr & Son, Groceries and Meats, 225  
W. Kennedy street.

Wm. H. Schilly, Groceries, 403 Seymour.

Wm. D. Havens, Barber, 307 Howard.

C. S. Robinson, Cafe, 214 Oak.

J. L. Harbach, Barber, 304 So. Warren.

James H. Carpenter, Painter and Decorator, 110  
Burt.

Dr. C. S. Roberts, Physician and Surgeon, 300  
James.

## DANVILLE, ILL.

Received from W. H. Kane, Lodge No. 583:

T. J. Smith, Barber Shop, 851 E. Fairchild.

T. A. Graham, Lawyer, 515 The Temple Bldg.

Wm. Bahls & Sons, Fine Foot Wear, 111 E.  
Main.

L. E. Schario, Jeweler and B. of R. T. Emblems,  
124 E. Main.

W. B. Cossey, Hard and Soft Coal, corner Plum  
and Main.

## EUREKA, CAL.

Received from H. W. Cave, Lodge No. 729:

J. H. Austin, The Hub Bar.

## CLEVELAND, OHIO.

Received from Lew Pollock, Lodge No. 132:

Wm. L. Wagner, Undertaker, 6420 Woodland  
avenue.

## SHERMAN, TEXAS.

Received from Mrs. J. H. Grindstoff, L. A., No.  
326:

H. J. Rylant, Meat Market.

W. Dixon, Float and Dray Line, 207 E. Hous-  
ton.

Langford, Keth & Noll, Drugs.

Lawrence & Pierce, Grocer.

D. Estes, Furniture, 602 S. Willow.

The Walsh Hardware Co.

Homer Gardner, Grocer, 424 So. Hazlewood.

J. R. Cole, Implement Co.

A. E. Jamison, Cashier of Bank, 724 So. Travis.

J. L. Snyder, Wood Yard, 320 E. Jones.

Drs. Gunby, Hoard & Anderson.

W. W. Turley, Grocer.

NOTICE OF  
PROTECTIVE FUND ASSESSMENT No. 28...Twenty-Five Cents.  
DECEMBER, 1907

GRAND LODGE OF THE  
BROTHERHOOD OF RAILROAD TRAINMEN.

## OFFICE OF GRAND SECRETARY AND TREASURER.

## TO SUBORDINATE LODGES:

DEAR SIRS AND BROTHERS:—You are hereby notified that the amount of Twenty-Five Cents for Protec-  
tive Fund Assessment No. 28, for the month of December, 1907, is due from each and every member, (except  
non-beneficiary members not engaged in train or yard service), and must be paid to the  
Financier before the first day of December, 1907. A member failing to make payment  
as herein required shall become expelled without notice or action. See General Rules  
Nos. 15 and 16, page 63 of the Constitution.



The Financier is required to forward said Assessment to the Grand Lodge on or be-  
fore December 5, 1907, for each member liable therefore, and for members admitted or  
readmitted during the month of December the Financier  
must send this Assessment with the report of Admission,  
as per Section No. 105, Constitution Subordinate Lodges.

Fraternally yours,

GRAND SECRETARY & TREASURER

NOTE:—This assessment is made necessary as the amount in the Protective Fund has fallen below that  
fixed by the Constitution, i. e. \$300,000.00.

## STATEMENT OF CLAIMS PAID DURING THE MONTH OF SEPTEMBER, 1907

| CLAIM. | NAME.          | LODGE.    | PAID TO.                      | ADDRESS.      | AMOUNT.    |
|--------|----------------|-----------|-------------------------------|---------------|------------|
| 13149  | Thos. Hoey     | ..... 99  | Fred W. Krueger, Gdn.,        | Newark, N. J. | \$1,350.00 |
| 13284  | G. D. Close    | ..... 488 | Jno. W. Bingham, Curator,     | Milan, Mo.    | 1,000.00   |
| 13285  | Pat Murphy     | ..... 200 | Mary A. Murphy, Lima,         | Ohio          | 1,350.00   |
| 13286  | R. E. Garfield | ..... 280 | H. E. Garfield, Wellington,   | Kas.          | 500.00     |
| 13287  | Wm. Brownell   | ..... 300 | Mary Brownell, Greenwich,     | N. Y.         | 500.00     |
| 13288  | W. W. Pierce   | ..... 307 | Agnes A. Pierce, Smith Falls, | Ont.          | 500.00     |
| 13289  | Martin Pokrop  | ..... 201 | Bertha Pokrop, New Haven,     | Conn.         | 1,350.00   |
| 13390  | J. A. Frazier  | ..... 201 | Mary A. Frazier, New Haven,   | Conn.         | 1,350.00   |
| 13291  | Wm. Mulhausen  | ..... 377 | Aaron Mulhausen, Walkerton    | P. O., Ont.   | 1,350.00   |
| 13293  | A. H. Meadows  | ..... 232 | A. H. Meadows, Hinton,        | W. Va.        | 1,350.00   |



# Christmas Bells

BY ADELBERT CLARK

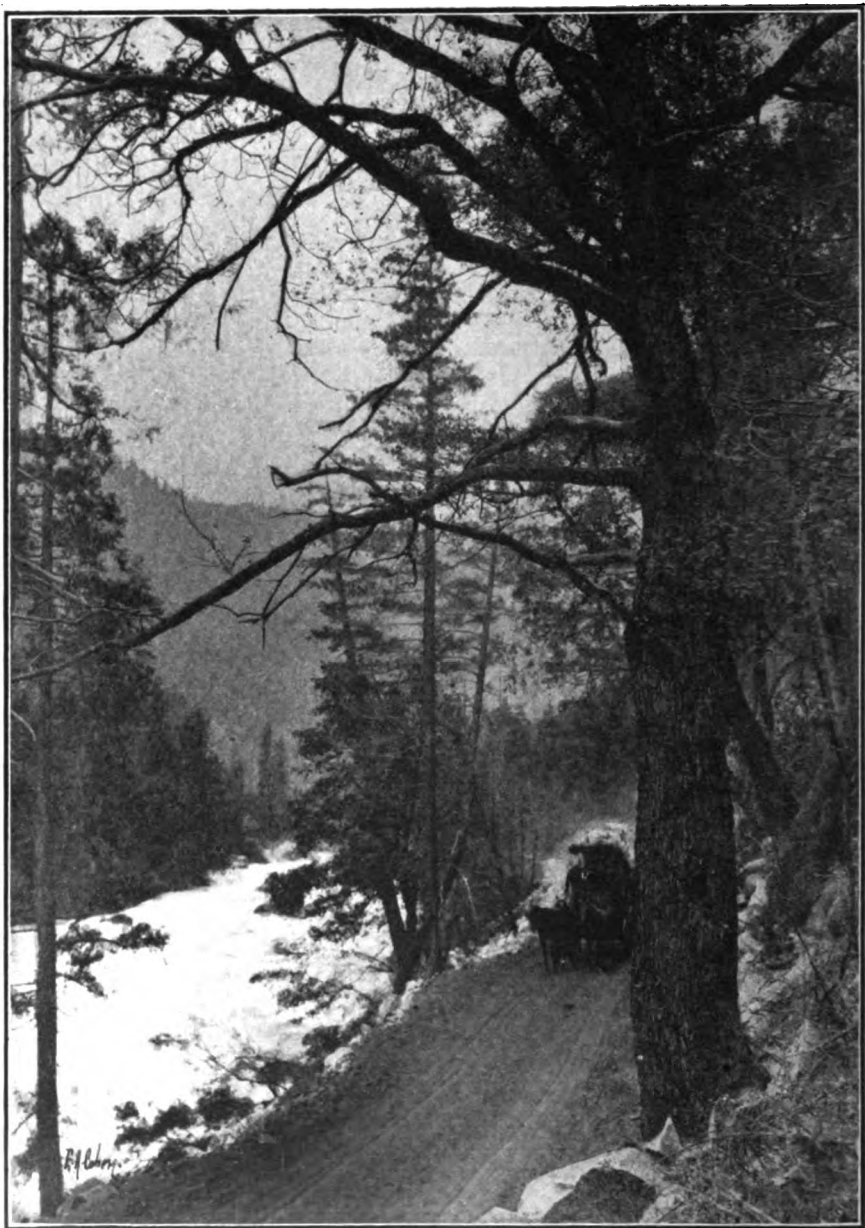
Christmas bells are sweetly ringing  
For the rich and poor as well,  
Sweetest music from the hilltops  
To each snowy mead and dell.  
They are bidding all be joyous  
As we journey on through life  
Longing for a little mission,  
Easing others pain and strife.

Christmas bells are sweetly ringing  
To atone for all the pain  
That has left our weary spirits  
With a deadly crimson stain.  
There is none so great or humble  
But can win a kingdom here!  
God is dwelling in the sunbeams  
Where the skies are bright and clear.

Christmas bells are sweetly ringing  
For each soul in sin today;  
Lay aside all care and worry,  
Kneel before the cross and pray.  
Be a soldier firm, for manhood,  
Fearing not, the Tempter's dart,  
God will fit you for the battle  
When you give to Him your heart!

Christmas bells are sweetly ringing  
O'er the land from sea to sea,  
Teaching us to lead our brothers  
From the Dark eternity.  
So while all the world is joyous,  
Don't forget this holy hour,  
Gird the armor on securely,  
God will give you strength and pow'r!





**A BEAUTIFUL SPOT ALONG THE YOSEMITE VALLEY RAILROAD.**  
Hauling supplies from El Portal, the terminus of the railway, to the Sentinel Hotel, fourteen miles distant.

# RAILROAD TRAINMEN'S JOURNAL

Published Monthly by the Brotherhood of Railroad Trainmen.  
Entered at the post-office at Cleveland, Ohio, as second-class matter.

D. L. CEASE  
EDITOR AND MANAGER

SUBSCRIPTION PRICE  
\$1.00 PER YEAR IN ADVANCE

VOL. XXIV.

DECEMBER 1907.

No. 12

## The Real Asiatic Question.

**T**HERE is every indication that the law makers of Canada and the United States will have little opportunity to dodge the exclusion of Asiatics' question. From the Pacific Coast there comes an insistent demand that the country remain a white man's country and the very best of economic argument follows up the demand.

If every argument in favor of the Asiatic laborer is allowed to stand, the fact remains that the great question is the future ownership of the fertile lands that is threatened by the coolies of the Orient. Unless proper restrictive measures are taken it will be but a question of time until the western slope will be in the hands of an Oriental colony, characteristically hostile to our forms of government, our people, our standards of living and wholly unassimilable from every reasonable view point. Failure to restrict means that the territory in question will be wholly in the hands of the Orientals with the whites driven out as they have been from the fisheries, saw mill, boat building and other industries in which the Japanese have gained a foothold.

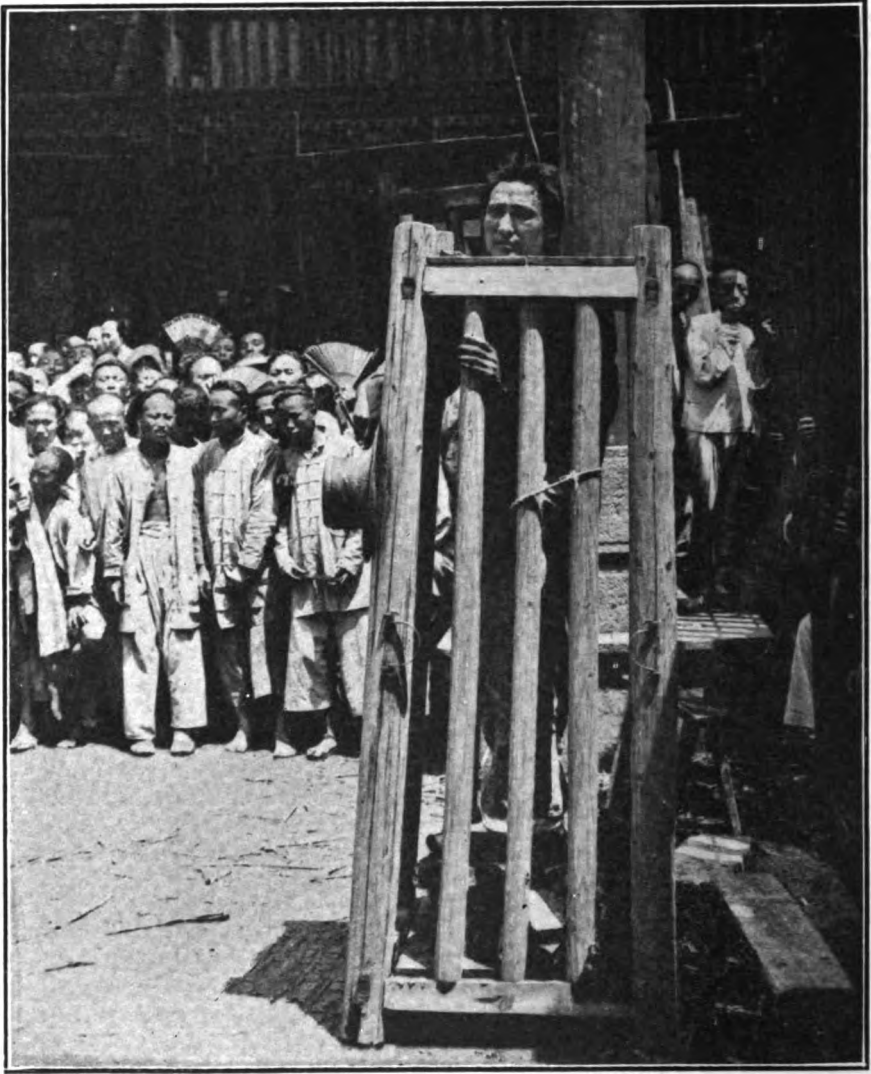
It is a simple matter to argue in favor of the coolie by saying his labor cannot compete with that of the white man. He receives less because he is not as strong physically as some other workers and he accepts less as a matter of course. If this were

true, the mere fact of numbers would very soon force all workers to the Japanese level of wages for like. When Hungarian and other south European laborers came to us by the hundreds of thousands, the employers declared it paid them better to hire two cheap, inferior men than it did to employ one good man at better wages. It would be the same again. Wages are not paid in varying amounts only when it suits the purpose of the employer. His practice is to find the lowest wage level and then put all hands on an equality.

But, as has been said, giving the Asiatic every advantage of argument in his favor, the white man cannot consent to allow him to become a partner in his work and wages, his living and social conditions. The question is impossible.

Inasmuch as Canada and the United States have been on exhibition by way of forceful protests against this class of labor, it is of interest to have an English view of the question. Sidney Brooks, the London correspondent for *Harper's Weekly*, in part said, in that publication:

"It should have been obvious enough that California and British Columbia, so far as the problem of Asiatic immigration is concerned, stand on identical ground and for identical reasons, and that the causes which had provoked an explosion in the one were extremely likely to provoke an explosion in



#### CHINA'S MOST TERRIBLE DEATH PUNISHMENT.

From Stereograph, Copyright, Underwood and Underwood, New York.

China has many forms of death punishments, but the photograph shows the most terrible death that the "Yellow Kingdom" inflicts on its evil-doers.

The death in the cage is reserved for those committing the most atrocious crimes. The victim in the photograph is a notorious river pirate who has killed several persons. His last offense was the gouging out of a man's eyes. He was placed in this cage with planks fitting snugly around his neck; several flat stones were placed under his feet. He stood in the thoroughfare of the six gates of the city (old Shanghai) for one day each. During all that time he had to stand erect or strangle. He was then placed in an open square, where one stone was to be removed each day until he died of strangulation.

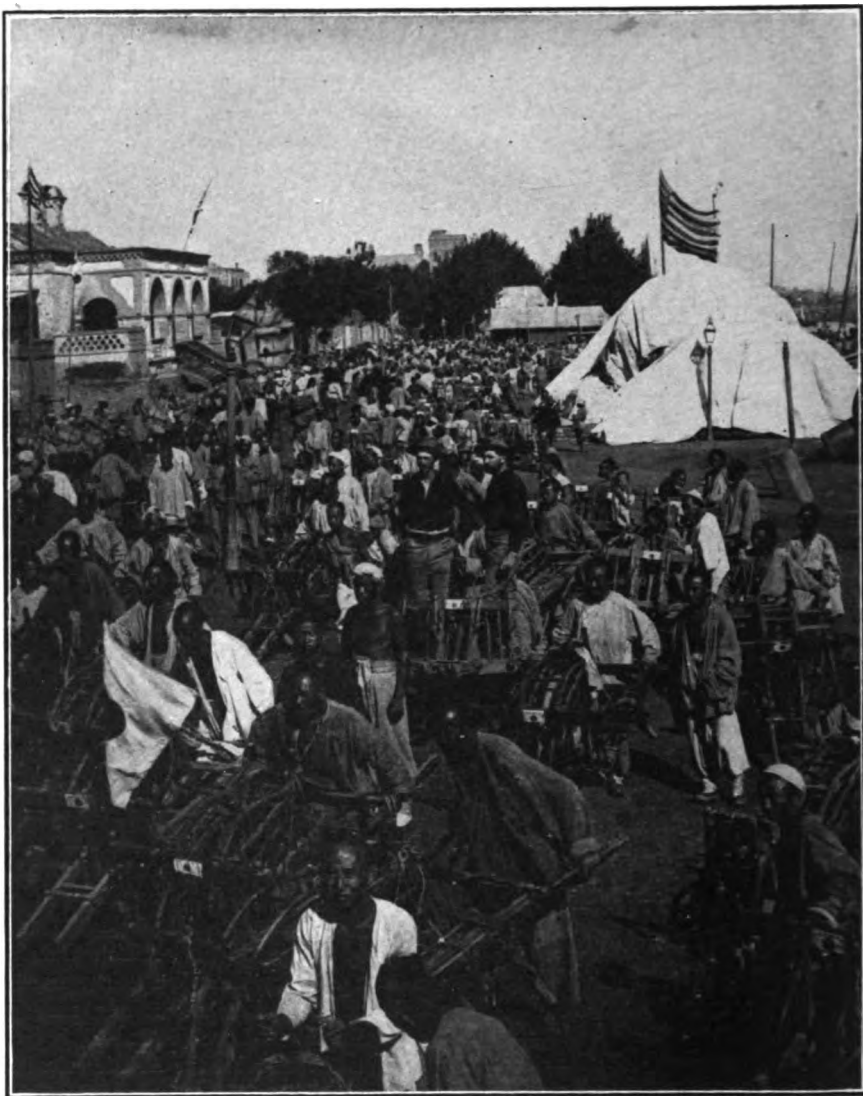
This fiendish punishment is seldom resorted to as it creates great excitement among the Chinese. Dense crowds were around this criminal every day but the day before the removing of the stones, a friend in some way got to him a deadly opiate by which he killed himself. The first day the criminal allowed snap-shots to be taken at fifty cents each; the second he charged five dollars, Mexican silver (two dollars gold). Our photographer gave it to him on the condition that he would remove his hat to show his face. Two Chinese photographers got pictures of him and placed them in their windows as ads. The crowds attracted to see and buy the pictures were so great that the chief of police ordered them taken down.

NOTE:—Law-abiding Chinese have shaved heads queue—the badge of loyalty in the Manchu Dynasty. The hair of condemned criminals is let grow.

the other. The parallel between the conditions in the American State and in the Canadian Province is, indeed, singularly close. In both districts you find a comparatively small English-speaking community scattered over a beautiful and bountiful country. Both front upon the Pacific, and are equally exposed to emigration from the Orient. Both are only in the first stage of their material development, and both suffer from a chronic shortage of labor. Each has experimented with the Chinese coolie, and each for deeper reasons than mere local trade-union jealousy has felt compelled to bring the experiment to an end. The American Congress passed a whole series of Chinese exclusion laws; the legislature of British Columbia more simply, and not less efficaciously, imposed a poll-tax of \$500 on each laborer from the Celestial Empire on landing. On neither side of the boundary did local statesmanship display any great gift of prevision. Both in San Francisco and in Vancouver it was comfortably assumed that with the exclusion of the Chinese the problem of Asiatic immigration was solved. Neither foresaw that the Japanese and the Koreans would eventually take their place and reproduce essentially the same conditions. Both when they awoke to the consequences of the new invasion found their hands politically tied, and both have tried by violence to shuffle out of treaty obligations. The position of California in relation to the Federal government is fundamentally that of the position of British Columbia in relation to the Dominion government. In both cases a national treaty permitting and even encouraging Japanese immigration is locally resisted. In both cases the Federal authorities, caught between the revolting State on the one side and the Japanese government on the other, are at their wit's end how to compose the matter, and to extricate themselves from a situation that is at once painful and ludicrous.

Even the minor circumstances and expediences of the two dilemmas are curiously similar. The immediate interest of both California and British Columbia is to import all the labor they can lay hands on. Such material progress as they have already

compassed would unquestionably have been beyond their capacity to produce had it not been for the coolies of the Asiatic mainland. It was Chinese labor that brought the first transcontinental railroad to San Francisco. In ditch-work and dam-work, in all the rougher forms of reclamation and development, the efficiency and persistence of Asiatic labor have been invaluable. In picking and packing fruit, in the vineyards, in the fish canneries, in the mines, and on the railroads, as laundrymen, as cooks and household servants, and as farm-hands, the Chinese and Japanese have furnished both California and British Columbia not only with the best supply of labor that any part of America has ever had at its disposal, but better than could be obtained anywhere else. The European workers who pour in through the Atlantic ports rarely reach the Pacific, and Californians and British Columbians see all round them vast areas of territory lying uncleared and unimproved, and works of development waiting to be done that neither native Americans nor Canadians, nor white immigrants, have any longer the patience to undertake. On both sides of the boundary-line the capitalists, there can be little question, would favor a reasonable, and even a liberal, influx of Asiatic coolies, would even, I think, be prepared to evolve a community based upon a system of indentured and semiservile labor. But the masses both in California and British Columbia, with a sounder though not necessarily a less selfish instinct, reject any such plan with unanimous ferocity. It still, however, remains the fact that the Asiatic colonies in and around San Francisco and Vancouver contribute vitally to the economic and industrial fabric of the communities in which they have settled; that the Japanese especially make cheery, industrious, peaceable immigrants, not meddling with politics, rarely if ever becoming a charge on the local treasury, but living simply and innocuously though without a trace of Chinese squalor, supporting their own churches, publishing their own papers, and providing the unskilled labor of which neither the railroads, nor the farmers, nor the fruit-growers, nor the mines, nor the canneries can ever have enough.



#### WHEELBARROW TRANSPORTATION, CHINA.

The best and cheapest freighters at the boat landing, Tientsin.

From Stereograph, Copyright Underwood & Underwood, N. Y.

This photograph was made during the foreign occupation in China. It was taken in the extreme southeast district of Tientsin, some distance from the swarming area of the city proper. The Peiho river is only a few rods away at the right, as one might imagine from the hurrying throngs of freight men.

The wheelbarrow is both the cart and carriage of northern China. One can see their unusual construction, the great size of the wheel placed in the centre of a heavy frame which projects in all directions; observe also how far apart the handle bars are placed. A rope or strap extends from the handle over the man's shoulders—this gives power of equilibrium and distribution of weight. The upper part of the wheel is protected by a frame. One man will sometimes carry on his barrow a half ton of cargo. A strong wheelbarrow coolie will carry two passengers and make twenty miles a day on a daily allowance of twenty cents; that would be ten cents for each passenger or one-half cent per mile—about one fourth the rates of our railroads. Why should a Chinaman favor the introduction of railways?

The building on the left in the photograph, with the American flag flying over it, is the headquarters of the American Quarter-Master's department; during the occupation a letter from the State Department at Washington had to be presented here in order to get a permit for transportation on one of the commandeered small cargo junks which sailed from the landing before the office. Some of these boats can be seen beyond the great mound of army supplies over which the flag is flying.

But the question, it is rightly felt, is not one to be settled on merely utilitarian grounds. Admitting to the full the serviceableness and the virtues of the Japanese coolies, it is still profoundly true that their unrestricted immigration means the planting in California and British Columbia of a vast alien colony, exclusive, inscrutable, unassimilative, bound together in an offensive and defensive organization, with fewer wants and a lower standard of living than their neighbors, maintaining intact their peculiar customs and characteristics, morals, and ideals of home and family life, with neither the wish nor the capacity to amalgamate, or even conform, with the civilization upon which they have intruded, and gradually, by the mere pressure of numbers, undermining the very foundation of the white man's well-being. To such a visitation California and British Columbia may well object; from such a prospect they may well shrink. Their industries may be retarded, their crops go unharvested, the yield of their vineyards and fruit-farms may rot away through sheer lack of the indispensable labor, their whole progress may be checked—these are but the passing exigencies of a day. What they have to safeguard is the future and the distinctiveness of their race and civilization, and in their passionate and unalterable conviction they cannot be protected unless the free ingress of Orientals is restricted and regulated.

That is the real Pacific question—not a question of naval or commercial supremacy, but of the social and economic relations that are to obtain between the white and yellow peoples. Among the English-speaking communities that border the Pacific, whether they live under the Union Jack or under the Stars and Stripes, there exists a deep instinctive popular determination—one of those irresistible movements of opinion which the highest statesmanship may possibly succeed in guiding, but which no statesmanship can hope to stem—to exclude from their sparsely-settled territories the concentrated masses of China and Japan. It is a determination ministered to by the jealousy of trade-unionism, and by all the ugly instincts of racial antipathy. But it has also its better side. The English-speaking peoples and the type of civilization, manners, morals, and beliefs which they represent, stand for a cause that demands and deserves the last support that can be given it. California, British Columbia, New Zealand, and Australia know this and feel it already. It will not be long before Great Britain and the whole of America know it and feel it, too. There is no more urgent need than that the problem of Asiatic immigration into English-speaking countries should be taken out of the hands of mobs and vested in those of statesmen.

## A Christmas Eve.

BY MAXIM GORKY.



ONCE I sat with some sort of a fellow in a tavern, and, out of lonesomeness, invited him to tell me an episode out of his life story.

He was an incredibly shabby and worn out piece of humanity. He looked as if he had been compelled all his life long to wedge himself through narrow places and rub against corners everywhere with his body, wherefore his clothes got to be rags

and his body vanished somewhither as if he had been snatched from a bone factory.

He was thin, angular and completely bald. Not a single hair grew on his head. The cheeks were cadaverous, the cheek bones formed to acute angles, and the skin was so tightly stretched over them that it shone, while on all the rest of the face it was zigzagged with wrinkles.

But his eyes were bold and shrewd; the cucumber like long nose jerked constantly

in an ironical manner and the speech of this man flowed smoothly out of his mouth, which was half concealed by a hard, red mustache. It struck me that his life must be very interesting.

"You want to hear my biography?" he asked me hoarsely. "Yes, of course, I will have to tell so long as you treat me. But the entire story—that is scarcely practicable. I have lived through an immensely long life."

#### THE BALD MAN'S STORY.

"This little tale will hardly seem important enough to be available for your literary purposes. But it is to me—I like. The matter, if you please observe, is very simple and consists of the following:

"Once—one Christmas eve, it was—we—my comrade, Jashka Sizow, and I—had been stuck in the street all day. We had offered our services to ladies to carry their parcels. But the ladies had turned deaf ears to us. They entered their carriages and drove off—from which you can judge that neither of us was lucky.

"We also begged, and in this way got together something; I, 29 kopecs, of which a 10-kopec piece given to me by a gentleman on the steps of the circuit court, turned out to be counterfeit; and Jashka—in other respects also a much more talented fellow than I—had become a truly rich man by evening. He had 11 rubles and 76 kopecs.

"This amount, he said, had been given to him in a lump by some lady; and this lady was at the same time magnanimous enough to present to him not only the money, but likewise the purse and the handkerchief to boot.

"When Jashka told me about the truly Christian conduct of this lady, he kept looking around furtively for some reason or other. No doubt he wanted to thank the good soul once more for his rich present, and he kept urging me, 'quicker, quicker!'

"We ran away as fast as we could. With all my being, with every particle of my frozen body, I hurried to get into a warm place. The wind howled. It whirled the snow up from the roofs. Cold, piercing thorns flew about and lodged in the collar. The face was scraped as with knives and so frozen was my neck that it seemed to me

as thin as a finger, threatening to snap off at any careless movement. I kept constantly burying it between the shoulders for fear of losing my head. Neither of us was clad according to the season, but Jashka felt warm on account of happiness, while I felt still colder on account of envy.

"Well, then, Jashka and I were running along the street, and as he ran he said:

"We're going to celebrate the holiday magnificently! We'll pay the room rent. Here you are, you old beldame! You bet. A quart of vodka. And how would a ham go with it? H'm! Not at all so bad, a ham! Oh, but that will come high, won't it? Do you know what they're selling at?"

#### SUPPLIES FOR A HOLIDAY.

"A ham, please!" shouted Jashka, pushing himself through the crowd. "Show me a ham, not large, but good. I beg your pardon, you jostled me, too. I am well aware of who is unmannerly, but I know also that it is impossible to be very courteous here. Surely I can't help if it is uncomfortably narrow in here. What! I touch your pocket? That was your hand that met mine as it crept into my coat pocket. I buy for money, you too; so we both have an equal right—"

"Jashka comported himself in the store as if he intended buying a whole consignment of hams, say 300 of them. And I availed myself of the confusion, and, in my own modest way, appropriated a box of marmalade, a bottle of olive oil and two big, boiled sausages.

"And so, sir, we keep moving toward our lodging, driven forward by the storm and wind. At the time we were residing in a cellar room on the outskirts of the city, in the home of a godfearing old woman, a peddler in the vegetable mart. Those regions were always lonely and deserted. In winter there wasn't a soul to be met on the streets after 6 in the evening. And if any form did show itself, it most indubitably carried its heart in its soles.

"Well, so we run and suddenly we see ahead of us a man. He walks and totters, apparently drunk. Jashka nudges me and whispers: 'Get on to his fur!'

"To meet a person wrapped in a fur mantle is agreeable, you know, for the reason

that a fur mantle has no buttons and is very easily slipped off. And so we get up close behind this fellow and find—the fellow is broad shouldered and of a prodigious size. He grumbles about something. We ponder.

"Suddenly he stops, so quickly that our noses barely escape striking against his back. He stands stock still and swinging his hands upward, bawls in the healthiest sort of bass:

"I am he whom nobody loves!"

"It was as if he had shot the words out of a cannon. We recoiled; but he had already seen us and, planting himself with his back to a wall—experienced man—demanded:

"Who are you scoundrels?"

"Friars mendicant," replied Jashka modestly.

"Beggars? That's proper; for I too am poor in strength. Where are you going?"

"Into our hole," replied Jashka.

"I'll go with you. Where else can I go? I don't know where. Beggars, receive me. I will feed you and give you drink. Take me home with you. Be friendly to me."

"Invite him," whispers Jashka to me.

"I accept! I will dwell with you, beggars!" he shouted with all the vigor of his broad chest.

"We walked along abreast with him and he said:

"Do you know who I am? I am one who flees from the holiday. I am the Customs Inspector Gontsharow Nikolai Dimitriewitsh, that's who I am. I have a wife at home; children—two sons—and I love them. Flowers, pictures, books are there; they are all mine. It is all nice and cozy and warm at my home. If all that I have at home were yours, it would take you long to spend it in drink. You are, of course, hogs and drunkards. But I—I am no drunkard even if I am drunk now. I am drunk because I feel oppressed. Holidays always make me feel cramped and oppressed."

"You are incapable of understanding that. It is a deep wound. It is my sorrow."

"I listened with great interest. Whenever I see a powerful big fellow, it always seems to me he must be unhappy.

"This world was created for small, weak, lean, ragged people. Put a starling into a puddle and he dies. And frogs and leeches and all other things of that kind are incapable of living in pure, running water. This fellow interested me vastly.

"And so we brought him into our den and thereby frightened our hostess not a little. She believed that we had brought him there to rob him and was determined to go and notify the police. We pacified the old woman by pointing to our own cadaverous forms and then to that colossus with his immense arms and broad visage and huge chest. He could have strangled us and the old woman without as much as getting into a sweat. And then we ordered the pacified old woman to the tavern and the three of us sat down to the table.

"We sat in our miniature cave and drank slowly, awaiting the advent of the holiday. Our guest took off his fur and remained in his shirt sleeves, without his vest. He sat opposite us and roared:

"You are obviously knaves; I can feel that. You lie when you say you are beggars. You are too young to be beggars—and your eyes, moreover, are too brazen. But no matter what you are, it is all the same to me. I know that you are not ashamed of your life. That's it. And I am ashamed. Shame drove me away from home."

"Do you know, sir, there is a nervous sickness called St. Vitus' dance? Well, there are people whose conscience suffers with a sickness just like it. And I recognized that the inspector was one of those.

"At my home," he continued, "everything is conducted in the most orderly manner and it is awfully disagreeable to live in so orderly a fashion. Everything is placed and hung once for all; and everything is so rooted to its place that not even an earthquake would be able to transpose all these chairs, pictures, etageres. They have become rooted into the floor and into the soul of my wife. They, these wooden, inanimate things, have grown into our lives, and I myself can no longer live without them.

MOCKED BY NEATNESS OF HIS HOME.

"One gets so habituated to all this wooden trash as to become wooden, too. You get accustomed to it all, cherish it, pity it—



the evil one take it all. It grows and crowds you. It crowds the air out of the room and does not allow you to breathe freely.

"And now this army of customs has decked itself out as a holiday, has made itself fair and attractive and resplendent. It is repulsively resplendent. It mocks me.

"Yes, it knows; once I had three pieces in all—a pallet, a chair and a table. And her portrait was there, too. Now I have a hundred articles of furniture; they demand that people sit upon them who are worthy of their price. Well, then, there come people of wealth to me to sit on them."

"The inspector drank a glass of vodka and then continued:

"Those are all very decent people, half-dead people, pious cattle, brought up on the sweet grasses of the meadows of Russian literature.

"I feel unspeakably lonesome in their company. The odor of their conversation asphyxiates me. I already know everything that they can possibly tell me; and I also know that they can do nothing to become more animated and interesting.

"Oo! The dullness of their souls makes these people horrifying. All are lymphatic, giant-like, immense; and even their words are as heavy as stones—heavy enough to crush a person. Whenever they visit me I feel as if I was being surrounded by bricks to be immured. I hate them. But I cannot drive them out and that is why I am afraid of them.

"It is not I who attract them. I am a disgruntled, taciturn man. They come solely for the purpose of sitting on my furniture. But one can't throw out the furniture, either. My wife loves it. My wife also exists only for the sake of the furniture. By heaven. She herself has become wooden."

"The inspector laughed, his back leaning against the wall. And Jashka, to whom this lamentation of the inspector had probably become tedious, took advantage of the opportunity to say:

"If your highness had only smashed this furniture to bits on the woman."

"Well? And then?"

"That is—you see, all at once—out with it"

"You fool!"

"He shook his intoxicated head, and then let it sink upon his breast and said, simply:

"It is awfully repulsive to me. Oh, how lonely I am! Tomorrow is the holiday, but I cannot, I cannot go home; I can absolutely not!"

"Remain our guest for awhile," suggested Jashka.

"Your guest?"

"The inspector looked about. Our small quarters were saturated through and through with smoke and dirt.

"I understand perfectly what the matter is," I said to the inspector.

"You? Who are you?" he asked.

"I am also a person who was once orderly," I replied. "I, too, have enjoyed the charm of an undisturbed, peaceful life. I, too, was elbowed out of life by trifles. They elbowed, they jostled out my soul and all that was in me. I longed as you long now. I took to drink and became a drunkard—I have the honor to introduce myself."

"The inspector stared at me and regarded me a long time, benevolently in solemn silence. Then I saw how his thick, red lips began to quiver disgustedly beneath the bushy mustache. And he turned up his nose in a manner not at all flattering to me.

"Entirely?" he asked suddenly.

"Entirely," I replied, "and I carry my all with me."

"Who are you, then?" he demanded, still regarding me.

"A man. All trash is man and vice versa." I once understood perfectly the art of speaking in aphorisms.

"Very wise," said the inspector, without removing his eyes from me.

"We are also educated people," said Jashka modestly. "You will find us entirely congenial. Simple people, but without any understanding. And we, too, dislike various luxurious furniture. Of what use is it, anyway? A man doesn't sit on a chair with his face. You ought to enter into a close friendship with us."

"I?" said the inspector. He had suddenly sobered up.

"Yes, you. We will disclose such secrets to you tomorrow."

"Hand me my coat!" the inspector suddenly commanded Jashka and sprang to his feet. And he stood very firmly on his feet.

"Where do you want to go?" I asked.

"Where?"

"He looked at me timidly with his big, calf-like eyes and began to shudder.

"I?—Home!"

"I looked at his face that had grown haggard and said no more.

"Fate has provided for every kind of cattle a stall conformable to its nature. And no matter how the cattle may lunge out with their hind feet, they will get to their place.—Ha, ha, ha!"

"And so the inspector left us and then

we heard him yelling with might and main for a fiacre."

My companion lapsed into silence and began to drink the vodka in measured drafts. After he had emptied the glass he began to whistle and thrum upon the table with his fingers.

"Well, and what happened then?" I asked.

"Then?—Nothing. Were you expecting something else?"

"Yes—the feast."

"Oh, yes. There was a feast—I forgot to tell you that the inspector made a present of his purse to Jashka. It contained 26 rubles and some kopecs. Surely there was a feast."

## "Two Supreme Laws."

JOSE GROS.

**I**N *Putnam's* for October, Cardinal Gibbons has given us quite an article on modern atrocities.

The *New York Tribune*, October 7, copies him as follows: "No friend of his race can contemplate without painful emotions the heartlessness of monopolists.

... Their sole aim is to realize large dividends without regard to the paramount claims of justice and Christian charity. These trusts and monopolists, like the car of Juggernaut, crush every obstacle that stands in their way. They endeavor—not always, it is alleged, without success—to corrupt our national and state legislatures and municipal councils. They are so intolerant of honest rivalry as to use unlawful means in driving from the market all competing industries. They compel their operatives to work for starving wages, especially in mining industries and factories, where protests have but a feeble echo and are easily stifled by intimidation. In many places the corporations are said to have the monopoly of stores of supply, where exorbitant prices are charged for the necessities of life. Bills or debts are contracted which the workmen are unable to pay from their scanty wages, and their forced insolvency

places them at the mercy of their taskmasters. The supreme law of the land should be vindicated and enforced, and ample protection should be afforded to legitimate competing corporations, as well as to the laboring classes against unscrupulous monopolies."

Neither the above mentioned *Tribune* nor any of the other important conservative, monopoly public organs, over which the writer has always an observant eye, has said anything against the furious attack of Cardinal Gibbons showing the abominations of our industrial inferno. Most of our clergymen and many of our top citizens are willing to occasionally sing the same songs of despair. None of them is willing to go any farther. Much less are they inclined to suggest the simple processes by which we all know how we could, all at once, stop all our industrial iniquities.

Over 99 per cent of our good, intelligent people are perfectly willing to suppress certain forms of injustice, certain monopolies, certain corporations, while allowing other forms of injustice, other monopolies, other corporations. Every group of men blames some other group of men for the collective sins, meanness and selfishness of every one

of us grouped in a national compact and in several religious compacts; all of them unwilling to stand by—the Supreme Law of God. We all prefer to stand by—the supreme law of men.

Thus far all nations have had the same wrong supreme law in force all over the earth. The supposed competing corporations, and the supposed non-competing ones all exist by the decrees of our glorious supreme law, vetoing, cancelling, destroying the Supreme Law of God. That has never been disproved. Before we do disprove it, before we prove that our supreme law corresponds with the supreme law of God, of Jesus, of the universe around, we must agree on a sensible definition of the right, of righteousness, and must agree on the practicability of the right, on the simplicity of righteousness, and therefore recognize the impracticability and gross stupidity of every unrighteous concoction of human laws.

We still believe that righteousness, the right, remains yet a dream from that glorious dreamer that we call Christ. All the same, the right is the only simple, natural, practical process of human conduct. Every thing else is but a mass of absurdities. When such absurdities are embodied in human enactments, then they constitute the most colossal and fatal crime that men can perpetrate on the face of the earth.

The right, the true, the honest, the sensible! What can that be? We should not mean the right in a few out of the millions of petty incidents in the private life of each one of us. We should mean the right in connection with all of us. Do you know why? Because it is through our collective conduct, through our general consensus and the general processes we may see fit to establish in each community, each nation, each religious group—it is only through the ideals we generate in our collective relations, that we determine the quality of the material and spiritual life of all of us, from that of the bottom sinner to that of the top saint.

"That they may be perfect in one"—perfect in national and religious groups. What else could our sublime Christ mean in that

last and glorious prayer of His, to the Father in the beyond, to the Father close to each one of us, forever present everywhere in space infinite and time eternal, forever visible to each one of us through his magnificent universe in all possible manifestations of order, beauty, glory, completion everywhere, outside of a rebellious humanity? And each one of us is bound to be more or less rebellious against God as long as we all, literally and practically, force some private form of rebellion by the collective and fundamental rebellion of every national and religious group, refusing to understand and live in accord with the simple divine plan of human development.

Under that natural, sensible, Christian point of view, the right is, in a concrete form, including the finalities of human life, as follows:

"Not to do anything, that may interfere, proximately or remotely, with the full life of self or anybody else anywhere, that full life which is perpetually decreed, for all of us on earth, by the fiat or God's laws of joy and completion universal."

That ideal can only be made possible and easy, for all of us, in so far as we do our best to initiate and prolong a normal social and industrial environment, in lieu of the sickly, satanic one we are yet imposing upon all nations. And that is principally done by we, superior people, leaders, teachers and rulers of nations, at home and abroad. Even if it is done unconsciously, the crime remains, unless we can prove that a God of righteousness refuses yet to give us, fine people, sound perceptions of the truth that alone can make men free from bondage to sin, as per Christ's dictum on the subject.

As long as we all, or practically so, manage to lay aside, discard, as impracticable, God's supreme law of universal joy and completion, and so prefer our own supreme law of universal sorrow and sin, we all generate and are the cause of all our many deformities, collective and individualized; just as any one million of dollars includes every fraction of that sum. The moral and spiritual order must be at least as sensible as all in the realm of physical phenomena. It is then essentially idiotic and pharisaical for any of us to blame anybody else for the

wrongs and perversities we all see fit to divine ideals, refuse to respect and actualize—“God’s Supreme Law in human life in refusing to be civilized in accord with and development.”

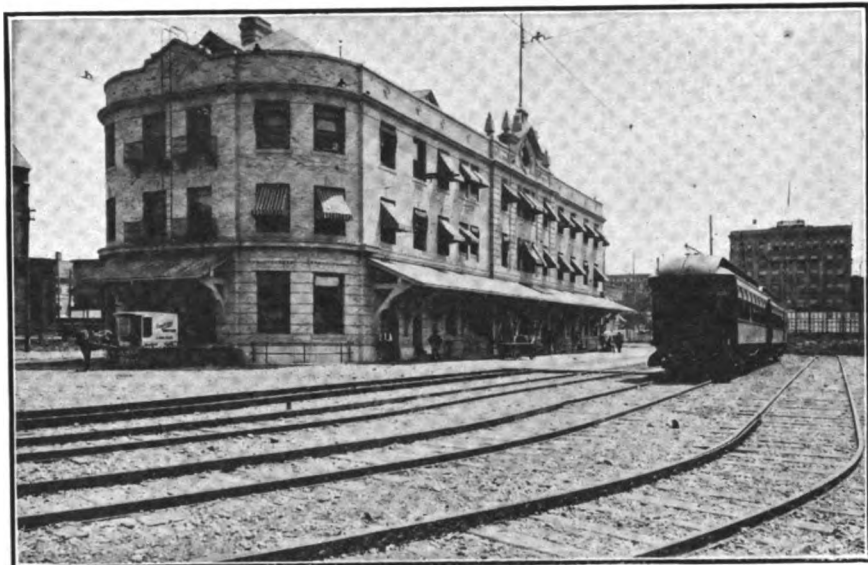
## Inland Empire System Of Electric Railways.

**T**HE worth of a country is often denoted by the number of railroads that invade it. There is no greater factor at the present time working toward the development of Spokane’s territory than its electric and steam railroads. The Great Northern, Northern Pacific, Canadian Pacific, Burlington and O. R. & N. all cross the rich Inland Empire. The C., M. & St. P. is now building to the coast, while the Northwestern has its surveyors in the field looking for a Pacific extension. It is doubtful if any city the size of Spokane can boast of equal advantages in the way of electric, as well as steam railroads. The Inland Empire system of electric railroads is already operating over 200 miles radiating from Spokane and is one of the most modernly equipped systems in the United States.

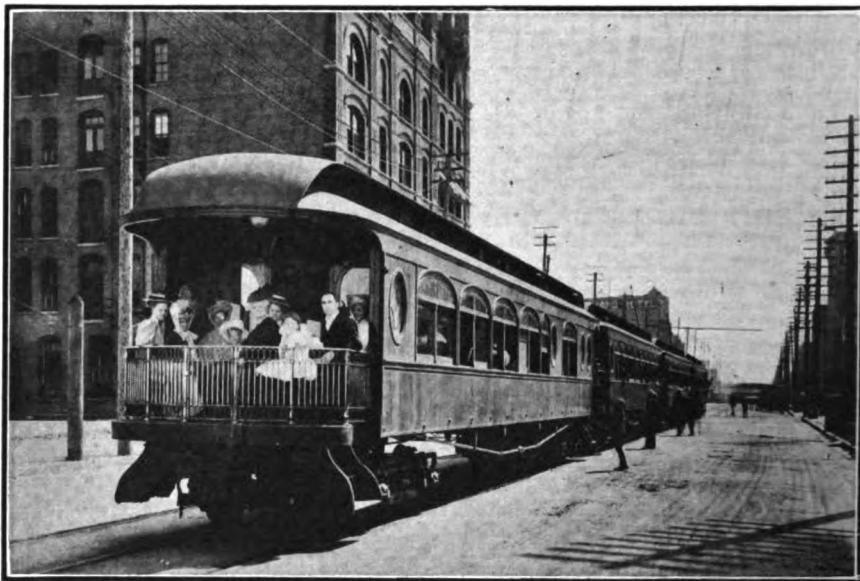
Company, the nucleus of the Inland Empire System, began operations in Spokane. Up to that time the Washington Water Power Company held control of the street car situation.

In December, 1903, Mr. F. A. Blackwell and associates, including Mr. Graves, built an electric line to Coeur d’Alene, Idaho, a distance of 34 miles.

The Spokane & Inland Railway was incorporated in March, 1905, to build a road of steam practice, but to be electrically operated 76 miles south to Colfax, Wash., and 92 miles south to Moscow, Idaho. The building of the Spokane & Inland has progressed steadily, passenger and freight service being opened to Waverly, 32 miles, in Sept. 1906; to Rosalia, 46 miles, Feb. 15, 1907; to Oakesdale, 52 miles, April 15, 1907; to Palouse, 76 miles, June 1, 1907; and to Colfax, 76 miles, August 1, 1907.



INLAND EMPIRE TERMINAL, SPOKANE, WASHINGTON.



THE INLAND EMPIRE SYSTEM.

**The Shoshone Flyer** leaves Spokane every morning for Coeur D'Alene, 34 miles distant. The run is made in one hour. This is the shortest route to the famous Coeur D'Alene mining district.

The extension from Palouse to Moscow, a distance of 16 miles, is now being graded and will be in operation early in 1908.

The Spokane Terminal Company, also incorporated to acquire rights of way in Spokane and freight and passenger terminals secured exceptionally advantageous locations. The company's freight terminal and yards are centrally located with the Great Northern, O. R. & N., and Canadian Pacific on one side and the Northern Pacific yards on the other and have physical connections with all steam lines entering the city. The passenger terminal is in the very heart of the city in the block adjoining Spokane's new Federal Building.

The Inland Empire System with 200 miles of electrically operated railroads holds an enviable position both in the fast-growing city of Spokane and the exceptionally rich country lying contiguous. The Coeur d'Alene division runs in an easterly direction from Spokane through the fertile Spokane Valley to Coeur d'Alene City, Idaho, a distance of 34 miles; thence north to Hayden Lake, a distance of eight miles. An extension from the main line to Liberty Lake, which lies 17 miles east of Spokane,

has also been added this season. Further extensions are contemplated to other of the beautiful lakes that lie within 50 miles of the city and which are fast becoming popular summer resorts. Besides furnishing the chief means of transportation to Spokane's lake region, the Coeur d'Alene division affords the most direct route to the prosperous Coeur d'Alene mining district. The "Shoshone Flyer" leaves Spokane Terminal daily, connecting with the Red Collar Line steamers at Coeur d'Alene which cross Lake Coeur d'Alene to Harrison, where connection with the O. R. & N. is made for Wallace. In the three and one-half years' operation of this division of the system it has shown remarkable earnings. Its gain in passenger business from April, 1905, to May, 1906, compared with April, 1906, to May, 1907, was 38 per cent. For the same period the average increase in freight earnings was 62 per cent. The equipment used consists of fine Brill coaches, including parlor cars, and afford an hourly train service second to none in the United States. A contract was recently placed by the United States Government, installing a railway mail service on this

line, same as is in vogue on steam lines, with railway mail clerk in charge.

The Spokane & Inland Division of the Inland Empire System extends in a southerly direction from Spokane into the famous Palouse country. The road runs through the fertile Moran Prairie orchard country in southern Spokane County, branching near the county line at Spring Valley Junction, and thence extending into Whitman County by the eastern line to Oakesdale,

Garfield, Palouse and Moscow, Idaho, 92.5 miles. This line is now in operation to Palouse and grading is being pushed on to Moscow, Latah County Seat, Idaho, with the prospect of its being in operation early in 1908 and ultimately with the intention of pushing it south to Lewiston, Idaho. The western branch from Spring Valley continues south through Rosalia and Thornton to Colfax, the county seat, 76.8 miles. Passenger and freight service was installed



THE INLAND EMPIRE SYSTEM.

Parlor car service of the Coeur D'Alene division was inaugurated June 29th, 1907 and has proved a remarkable success. The earnings for the first month were double the original estimates.

from Rosalia to Colfax August 1st. This line is intended to be extended to some point on the Snake River and either there connect with lines now building from Walla Walla or it will be extended to Walla Walla independently.

The Spokane & Inland Division serves a strictly agricultural district and reaches all the principal towns of Whitman County. As the Spokane country leads the United States in the production per acre of grains, so Whitman and Latah Counties stand first in the Northwest and are the cream of the Spokane country. Careful estimates of the territory covered by this division of the Inland Empire System place the amount of wheat to be moved this season at ten mil-

lion bushels, 30,000 tons of oats and 10,000 tons of barley.

Traffic arrangements have been entered into with the Great Northern and Canadian Pacific and already the stream of golden grain has begun to flow from the chain of thirty new warehouses being operated on the Spokane & Inland lines this season.

The Spokane & Inland division is actually a steam road (built of 70 pound steel) electrically operated, the single phase a. c. system being used. Its electric locomotives are 50 and 72 ton, with capacity of 600 to 700 horse power. Brill 58 feet coaches are used for passenger service. Although the road is not yet in full operation, the passenger traffic is already greater than the original estimates for the full mileage.

## The Decay Of Apprenticeship And Corporation Schools.

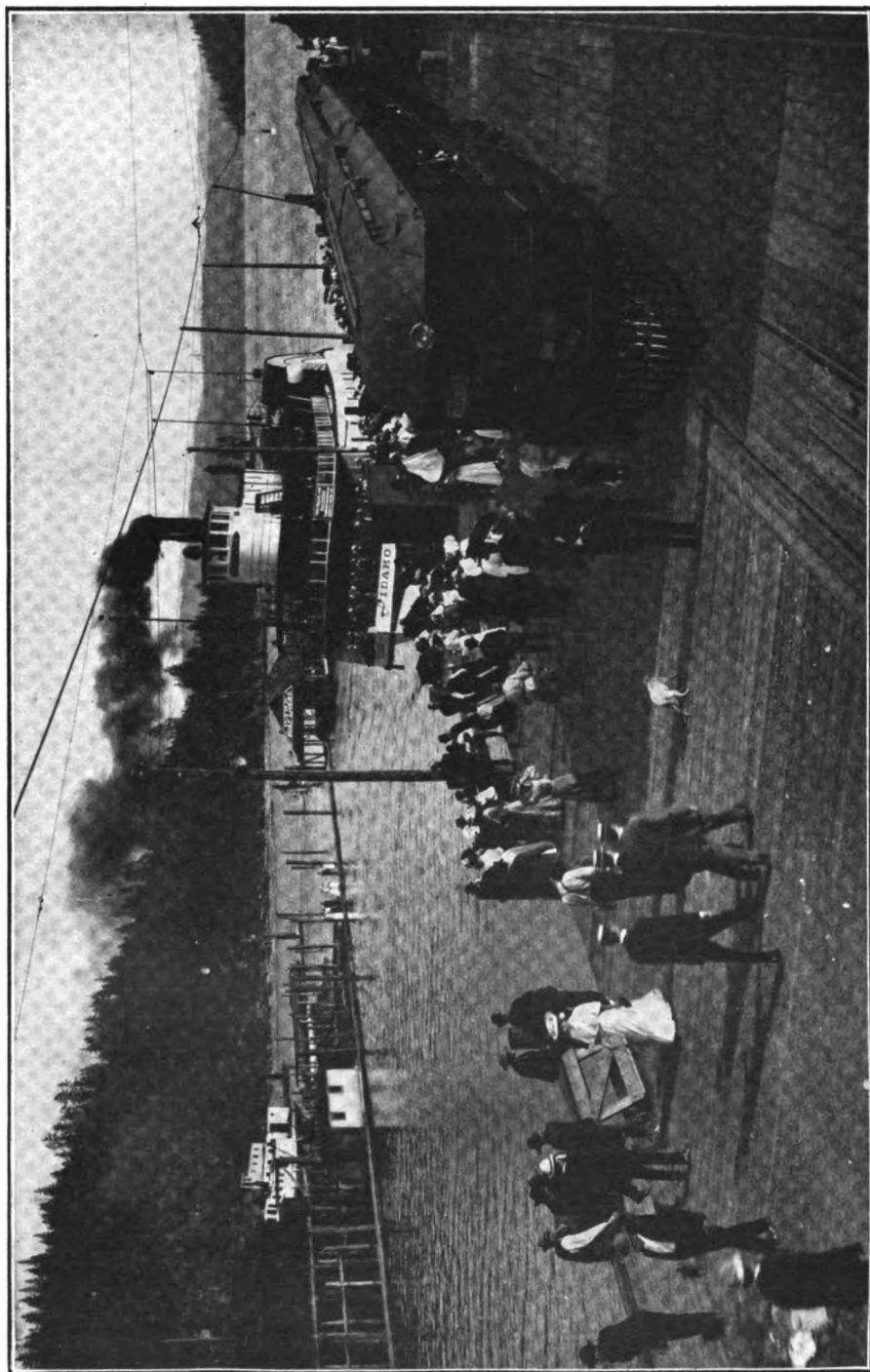
BY RALPH ALBERTSON.  
*Charities and The Commons.*



THE decay of the old system of indentured apprenticeship was a necessary result of the rise of the factory system and of the development of specialization in industry. Specialization rendered the training of journeymen unnecessary. No boy would spend three years learning a blacksmith trade when in three weeks or perhaps three days he could learn to operate a machine at which he could earn more money than in a smithy. As a matter of fact, however, the supply of apprentice-trained journeymen far outlasted the demand for them. One of the most beautiful pieces of cabinet work I ever saw was shown me in the home of a workman by his proud wife. He had learned his trade in the "old country" and was an expert joiner in every sense of the word. But, while there was a market for his labor there was no market for his skill. For sixteen years he had earned his daily bread operating a "shaper," which put a certain curve on a certain part of a

certain stick used in the construction of binders and mowers. Thousands of sticks, and the same motion. Anybody could do it. He could do it asleep. A boy could do it better than he. In fact when two years later he left his job forever, a sixteen-year-old boy became the operator of the machine without previous training. The man who mows my lawn in summer and takes care of my furnace in winter is an upholsterer by trade, having served a three years' indentured apprenticeship to learn that trade, but his skill does not enable him to earn a living. Even the job he had in a furniture factory he lost to an unskilled but quicker worker. There are thousands upon thousands of skilled apprentice-trained journeymen today for whom there is no opportunity to earn a livelihood by the exercise of their skill. Apprenticeship did not fail, but the trades themselves disintegrated so that it became no longer worth while to master them.

A report of the United States Bureau of



COEUR D'ALENE, IDAHO, ELECTRIC DOCK.

At this point the Coeur D'Alene division of the Inland Empire System connects with the Red Collar Line of steamers for Wallace and the St. Joe River.





SPOKANE AND INLAND STATION, OAKESDALE, WASHINGTON, 58 MILES SOUTH OF SPOKANE.

Labor ascribes the decadence of the apprenticeship system to the following causes:

(1) Production on a large scale, which destroys the personal relations between the master and apprentice.

(2) The extensive use of machinery and subdivision of labor.

(3) The unwillingness of employes to take on apprentices.

(4) The unwillingness of journeymen to instruct apprentices.

(5) The dislike of boys for apprenticeship.

The subdivision of labor and consequent disintegration of the trades is the basis and efficient cause of this change, however, and the other reasons given are entirely subordinate to this.

Coats, for instance, used to be made by tailors. A skilled tailor made the entire garment. If that were the method of manufacture today there would be plenty of tailors, apprentice-trained, to do the work; but the method of manufacture has changed; it no longer takes a tailor to make a coat, and therefore those who are to work in the clothing trades need not serve the old-fashioned tailor's apprenticeship. According to Pope's *The Clothing Industry* in New York, there are now thirty-nine different occupations comprised in the manufacture of a coat, in a shop where special-

ization has reached its highest development under the factory system. This means that the skill and labor of the tailor are not merely supplanted somewhat by machinery, but that they are also subdivided into thirty-nine parts.

A similar process has taken place in many other trades. Speed is a greater consideration than skill. The man who can keep pace with a machine (or several machines), supplying the human cog merely, is of more importance in the industrial world than the man who can do the work of the machine even better than the machine can.

The proportions of apprentices to workmen are remarkably small. The United States Census of 1900 gives a total of 81,482 apprentices and "helpers" in sixteen trades and "other miscellaneous industries." Comparing this number of apprentices with the total number of persons employed in the occupations referred to we find that the apprentices constitute only 2.45 per cent. The highest proportions of apprentices are found among machinists, 5.86 per cent, and among plumbers and gas and steam fitters, 5.70 per cent. In the whole field of the building trades in Massachusetts the percentage of apprentices to workmen is only 1.3 per cent. This smallness of the number of apprentices cannot be charged to the re-

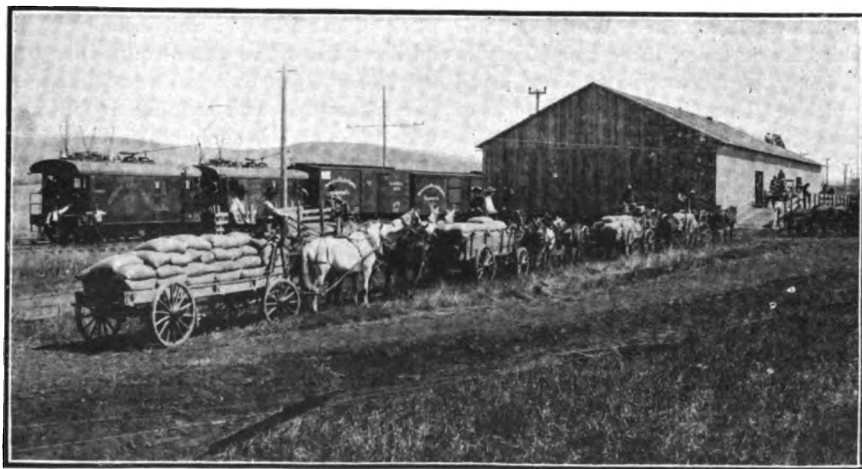
strictions of labor unions, for no trade union restricts the ratio of apprentices to journeymen to less than seven per cent, and it is ordinarily twenty per cent. While there are local instances of unions restricting the number of apprentices, their restrictions are in no large measure responsible for the apprenticeship situation.

Along with the disintegration of trades and the loss of the old system of apprenticeship training, other great industrial changes have been taking place calling for skill of other kinds—for skilled foremen, superintendents, and workers in the skilled sections of the factories that have supplanted the old tradesman, and also for skill in the new arts and trades created by recent science and invention. How should this skill be produced? How could men be properly trained for these new crafts and callings? Of course, industry did not wait for a new system of industrial training, but while men have been "picking up" such knowledge and skill as instinct and experience could afford them, both school and factory have made attempts in the direction of furnishing the needed training.

It is my belief that industrial training is more properly the work of schools than of factories—that it is a public rather than a private function, and that our schools will follow the splendid example set by Ger-

many by providing a thorough industrial education in all grades and branches and adapted to all classes of workers and their children. We have already established a considerable number of trade schools of various types in this country and these have so thoroughly proven their value that it surely cannot be long before due provision will be made for this work in the public educational system. These schools are wholly inadequate at present. They are but pointing in the direction of the great field of industrial education.

The factories, meanwhile, cannot wait for the schools. They must have skilled men, superintendents, experts—not in the so-called trades, but in the work of the factory—in the particular industry of which each factory is a part. Leading manufacturers, therefore, in certain lines where the need was greatest have instituted their own systems of apprenticeship to fill this need. As under the old system, an indenture is usually required of apprentices, but unlike that system they do not live with their masters, they are paid "living wages," and they receive in the best instances careful and comprehensive instruction and definite training for the mastery of an industry rather than for the learning of a trade. This new apprenticeship, so far as it goes, is adapted to the new industrial conditions



THE INLAND SYSTEM'S FREIGHT BUSINESS.

Marketing Whitman County's big wheat crop. A chain of 90 graineries is being operated this season along the new electric railroad. It is estimated that fully 10,000 bushels of wheat and 40,000 tons of oats and barley will be produced in this territory lying tributary to the Spokane and Inland Electric Railway.

## APPRENTICES

Each Industrial System Trains its Workers.

|  |   |
|--|---|
| Under<br>The Guild<br>System                 | General Apprenticeship training began.<br>Apprenticeship strictly required for admission to Guilds.<br>Production on a low scale.<br>Apprenticeship a temporary semi-slavery.   |
| Under The<br>Individual<br>Artizan<br>System | The apprentice still lived in family of master 3 to 7 years.<br>He received his board and perhaps \$1.00 a week as pay.<br>He was given personal training from a master workman.<br>He became a trained workman, master of his trade.   |
| Under<br>The Factory<br>System               | The use of machinery, the specialization of labor and the disintegration of trades have destroyed the old apprenticeship system.<br>The training of workers is more for facility than for skill; they learn the factory and how to make its product, rather than a trade.<br>There are but few factory apprentices. |
| Under<br>The Better<br>Modern<br>Industry    | The boy goes to a trade school or its equivalent instead of to a master or a shop.<br>He gets intellectual as well as manual training.<br>He is paid a fair wage for such factory work as he may do.<br>He becomes master of an industry with its specializations and much of its technique.                        |

and needs. Each factory trains men primarily for its own uses, however, and only in the rarest cases is the effort made to give a training broad enough to cover an industry.

Among the corporations that have been far-sighted enough thus to undertake the training of their skilled men a few have had remarkable success and their systems deserve the thoughtful attention of all who are interested in industrial education.

The Baldwin Locomotive Works of Philadelphia, for instance, takes apprentices to the industry of locomotive building in all its branches. There has been some form of apprenticeship in these works since 1865, but the present system was adopted only in 1901 when it was made a distinct department with its own superintendent.

Apprentices are taken in three classes. For admission to the first or lowest class a common or grammar school education is required, the applicant must be under seventeen years of age and he must be indentured for four years. He is required to attend a free evening school two evenings per week during the first three years of his apprenticeship and to master algebra, geometry and mechanical drawing. His wages begin at five cents per hour and they are raised two cents per hour each year,

and a bonus of \$125 is paid him at the end of his term. This course fits for gang foremen, and thorough mechanics. The requirement for admission to the second class of apprenticeship is a high school education; the age limit is eighteen, the term of indenture three years. Evening school attendance is required, and wages start at seven cents per hour. This course is more advanced than the first and aims to turn out men fitted for contracting and other work of considerable responsibility. The third class is a two years' course for graduates of colleges, technical schools or scientific institutes. The training is advanced and thorough. Wages in this class grade from thirteen to twenty cents per hour. Apprentices must read and analyze the articles in some specified technical journal. At graduation, they are fitted to be foremen, superintendents, consulting engineers, or members of the executive staff. Two years ago there were about fifty apprentices in this class, about one hundred in the second class and nearly two hundred and fifty in the first class.

The General Electric Company, of Lynn, has two classes of apprentices. The regular apprenticeship course covers a period of four years. Beginners must be sixteen years of age and have a grammar school

education. In addition to the shop work, six hours per week of class work is required in mathematics, physics, technology, and mechanical drawing. The wages are graded from \$4.50 to \$9.50 per week, with a bonus of \$100. The apprentices become foremen, master mechanics, and superintendents. This company also takes high school graduates as drawing office apprentices, requiring a certain amount of practical shop work and paying for the three years from eleven cents to twenty-two cents per hour. The work of apprenticeship training is made a special department in charge of a skilled foreman, who is a teacher. The apprentices themselves are taught to teach. After about two years in the training room they are transferred to the factory department.

The Westinghouse Company, of Pittsburgh, has a special foreman of its apprentice department, who has general charge of all apprentices and who outlines the courses of work the apprentices are to follow. Six months' work in the drawing room is required of each apprentice and a daily report throughout the course. Special opportunities are afforded for the study of electrical science. Instruction and equipment are liberally furnished. A distinct system of engineering apprenticeship which trains for expert electrical engineering is also offered here to graduates of technical schools.

Far more common, however, are apprenticeship systems in which the course consists wholly of shop work and the boy, when he is not filling the place of cheap labor, picks up what knowledge he may by dint of experience and the boss' "bossing," rather than by instruction:

There are all grades of variation between the factory that gives its boys a thorough training for their life work and the factory that, under the pretext of apprenticeship, exploits the labor of the boys at low wages. It is, of course, impossible to say how many more of the latter there are than of the former.

In a recent investigation made by Ernest G. Hapgood, of Tufts College, questions upon this subject were addressed to one hundred and seventy-five manufacturers.

Of the one hundred replies received, seventy-one said that they have some sort of apprenticeship, fifty-nine employ indentured apprentices, and forty-seven of these employ a total of 3728 apprentices. Of fifty-two firms twelve had employed apprentices from one to five years, seven firms had been training them from six to fifteen years, twelve firms from sixteen to thirty years, eight from thirty-one to sixty years, and the remaining thirteen firms gave indefinite answers. Thirty-five have a four years' course, eleven a three years' course, and no course is less than two years. These figures include, in all probability, the best apprenticeship systems in the country and represent a situation that is not at all true of industry in general.

In a number of industries where machines have displaced skilled workmen there is still in vogue a method of training spoken of sometimes as "quasi-apprenticeship." It extends over only a few months and no age or educational requirement is made for admission. Garment makers, cigar makers, boot and shoe workers, textile operatives, and workers in similar occupations usually enter upon their work as learners. The time so spent varies from one week to a year. A bright man will learn to be a cigar maker in three months. In these occupations, however, it is not skill that is wanted so much as proficiency, and the learning period is not comparable morally or educationally or industrially from the workers' point of view to apprenticeship. Nor is the "helper system" which prevails so generally in certain trades and by means of which bright boys without definite instruction do rise to the level of journeymen, a satisfactory or worthy substitute for apprenticeship. It is, however, the best school that the corporations have as a rule offered to the boy, and it must be said that the boy has made the most of it. Without education or definite training for their work thousands upon thousands of boys have "picked up" their trades and made the best they could of themselves most nobly. But no one will for a moment imagine that under such an absence of training we have nearly anything like the industrial progress possible under a thor-

ough and broadly applied system of industrial training.

The Massachusetts Bureau of Labor, in an effort to learn the extent of apprenticeship in that state, asked a number of employers and labor unions the question: "Is there a system of apprenticeship in your trade?" Of the employers, thirty-one replied, "yes," and twenty-seven, "no." From the unions, fifty-five affirmative and forty-four negative replies were received. These figures discredit at once the theory that apprenticeship is a negligible fact in industrial education, and the claim on the other hand, that it solves the problem. The facts seem to be that hundreds of firms throughout the country are training apprentices and turning out a most valuable quota of skilled workers in the industrial world, and yet, as

we have seen, the total number so trained is so small as to be utterly inadequate to the needs of our great and growing industries. If manufacturers generally would do as the Baldwin people have done, apprenticeship would solve the problem, but there seems little likelihood of this. It is too broad a policy for the temper of the modern corporation. We shall have to accept the German policy of training for industrial efficiency through a system of public education, and only so shall we be able to keep our place in the great world struggle for industrial supremacy. The country that gives its workers the best training will eventually succeed in this struggle. We cannot leave so important a matter to the short-sightedness of private corporations.

## The Story Of A Strange Christmas.

BY W. E. GROGAN.

**P**IERRE LABELLE sat on the right of the wood fire, where the light gleamed and darkened on his face. The others made a half circle, Edwards, the big, rough-bearded Englishman, in the center. It was comfortable there in Pierre's studio, warm and dry. Outside ragged clouds were racing over the sky, and the December wind swept keenly round corners. The light was nearly gone. In half an hour it would be quite dark.

The wood fire sent out tongues of flames that flickered and gave to the old armor, the black oak chairs, the curious silver, the litter of brocades, and lace and tinsel gowns and old tapestries that hung upon the walls, a curious, stealthy life. On the model throne an old empire frock, yellowed with age and thrown carelessly upon an oak chair, seemed to move, as though it danced some quiet, ghostly measure.

The men smoked, and there were glasses standing on the floor by the side of their chairs. Above them clung a slowly moving cloud of smoke. The dancing light of the

fire played over an unframed canvas that hung on the left. It was a study of a head, unfinished, hardly more than sketched in roughly on a dull, flat, gray background, unfinished except for the eyes. These, when the light touched them, gleamed and glowed and glowered. The genius which had painted them was obvious. Yet for all that, a perverted genius. The eyes were horrible. They looked out from the dim, ghostly face with a fear so intense, so lurid, so soul shaking, that a young Belgian had half turned his chair that he might avoid seeing them.

Pierre Labelle did not smoke. He sat in his peculiar huddled way, and now and then his long, yellow right hand went feeling furtively for the glass of absinthe and water which he sipped. In the studios he was known as "Mad Pierre." He lived alone in the big, roomy studio with the small bedroom behind the portiere opposite the fireplace. No one knew much of him. He was a genius, that was incontrovertible. Of the power of his work all Paris and, therefore, the wide world, which is Paris led, knew.

He was a realist, and painted the horrible, and his prices were big. But he chose to live like the others—poorly—and clung to the old studio in the world forgotten street.

It was not without reason that his companions spoke of him as "Mad Pierre." He fed irregularly, sometimes not at all for a day or two, and he was given to abrupt long absences, the secret of which no one knew. His gestures were odd, he grew vehement quickly, his temper was fierce and sudden, he exercised a curious influence over his fellow workers, an influence which was thrown off with relief and laughed at when he left them, but which never failed to hold them in his presence. They listened to his most extravagant outbursts with an odd belief in them which they despised afterwards.

"To paint one picture—one picture that would be great, real, living. To paint truth; to say, 'This, my picture, is real; it lives, it is.' That would be a great matter. I would die for it—I would give all—for after that what matter what comes?"

"Nonsense, Pierre!" cried Edwards. "We all have a passing fondness for art, but to die—nonsense!"

"It is not nonsense!" Pierre went on, in the curious half whisper of a voice that came so strangely from his huge, gaunt frame. "I love art—we all love art—and death, what is it? It is only a big sleep. And life?—life is the time for art. I would see all the world crumple up to get one new truth. Bah! you love art, but your love is poor. You do not understand!"

"Come, Pierre, you are unreasonable. You have a reputation; your works are bought, the dealers are kind to you. That should make life good." The artist sighed. The dealers were not kind to his "Twilight Evenings" and "Births of Spring."

"Why, my friend? Because the world is ignorant. I have never painted truth yet—never, never, never! But I will one day; I will catch something that you may say, 'This is Truth!'"

"My dear boy, your pictures are real enough now. You are the most promising realist in Paris. Some of your work gives me shudders."

"I will paint truth—but not yet, not yet, my friend. Some day I will paint, and then you shall see, then you shall shudder, then you shall look upon naked life."

A little American, who had dreamed of art in Chicago and had followed his mistress over seas, rose and went curiously to the easel set in front of the throne.

"What is it, Pierre?" he asked lazily.

"A blot, a smudge. I can't get it—not yet. But it shall come—it must come. I would sell my soul—my life—anything—to paint what I want to paint!"

"What's the subject?" The American strolled back to his chair. The light was too dim; he could not see.

Pierre leaned forward. His eyes were of different colors, one greenish, one yellow, and sometimes—as now—they had a curious gleam in them.

"I have called it 'The Hour of Death.' A man has been starved to death in a dungeon, chained, so that he may see and not reach a banquet spread out before him. It is a story of revenge that is told in my own Brittany. I have taken the hour before death, the starved man a mere heap of bones, just strung together upon a thin wisp of life, staring at the banquet."

"What a ghastly subject!" cried the Englishman.

"Think of the possibilities, my friend. It should be great, it shall be great if I can only find— It's all done but the face. I can't get the eyes. They haunt me. I can almost see what I want, but I can't be sure, and they must be real, they must have the madness in them. I have painted them out a hundred times. The eyes! Think of them! It would be great to put them on canvas. They must say so much, they must tell of the long days and the gnawing hunger and the awful sight of food just beyond the iron claws of clutching hands. The flesh of the face would have fallen away, only bones and skin, a drawn mask, but the eyes would remain—the eyes, with their staring, with their madness, with their awful desire!"

"It's perfectly horrible—it's not art, Pierre!"

"Not art—not art! What do you know about art, Edwards?" The hoarse half

whisper did not rise or fall, but it grew tenser, thrilling with the odd passion of the speaker. "Art is truth, and this will be truth—when I have found the eyes. You know nothing of art; you paint suave, tidy landscapes that smell of the gardener and grass seeds. I have walked up and down in this old studio night after night looking for truth, trying to see something of hidden things. You know my picture, 'The Felon's Death'?"

"Yes; horribly gruesome. One saw the man's soul fear in his eyes at the sight of the guillotine."

"I watched the men walk from the prison to execution before I painted that. The face I painted was true. They were all like it. They came out haggard and pale, frightened, but when they saw the guillotine, mon Dieu! there was a change. They turned livid, the jaw dropped, the upper lip twitched, the hands groped at their throats, and the fear came bursting out of their eyes. I watched them all; they were all the same. I saw, so I could paint. Up there, see my study of those eyes with the death fear. Little Paul is afraid. Bah! He has turned his chair. But it is real, my little friend; it is all so real, so true, so absolute. Now! I have painted out the eyes of the starved man a hundred times. The face is not good, either. I have seen starved people, but they haven't been close to food at the time. It makes a difference—a great difference. You see that it must make a difference? What do you know about art? You never make any sacrifices—never! You make up unreal pretty prettiness, but not truth. I have caught something of it, not all, but a glimpse here and there. The critics say I am real. I am not. I am nearer than others, but not real. This picture will be real when I have found the face and the eyes. And I shall find them."

The night settled down heavily upon the town. The light of the wood fire, warm, yellow, the yellow with a love of red in it, fell upon Pierre's face. The thin face, the fierce burning of the curious eyes, were revealed with all the suggestive revelation of firelight.

"I shall find them," Pierre repeated, "I shall find them. There will be a curious

light in them; they will be red eyes, I think. The light will come through them; you know the curious leap of light that comes through from the soul. A man's soul, maddened by hunger and the awful desire, rushing through his eyes."

The others stirred uneasily. Pierre was mad, and madness in a great man is disturbing, especially with a black night flatted against the windows, and the red of the firelight revealing something of the man's inner self and thrusting shadows about the gaunt, bare studio.

"You are diabolical, Pierre!" the Englishman said. "You are as bad as a visit to the morgue. I always smell the charnel house when you talk!"

"My friend," Pierre answered, "there is so much death in the world that life is merely a new phase of it. Millions have died. The world is more charnel house than dancing hall. You miss this. Your pretty, suave landscapes, groomed trees, white sheep, doll shepherdesses are all products of decay and death. You don't see that, but I am always conscious of it."

"Shut up, Pierre, you are too ghoul-ish! Heaven! I'd rather paint my greenswards and blue skies to further orders than go ferreting about for something that festers, even to possess the color and the technique you have."

"Then, my friend, you are a fool, and you know nothing. You have no voice in your soul. I have a voice, and I obey it. I search. I spare no pain, no labors." He broke off for a short time. The Belgian lit a pipe and smoked fitfully. The others looked at Pierre and at the black window. Pierre was in his worst mood, but the night was dark beyond and the fire was good.

"I must look for the eyes," Pierre said to himself. He often forgot the presence of others, and talked in broken snatches of threadless conversation. "Red, I think—the red of a charcoal fire when angry. How long to starve?—an old man. I think—yes—he must be an old man—old men always want to live."

"Who is your model?" the Englishman asked.

"I have painted from old Marsac."

"He looks starved enough even for you.

The old fellow must be frail now. He has a fine head; Jean Picot painted him as Saint Peter."

"Yes, a fine face—a noble face. But he is not starved."

"No; he is thin and frail, but that is because he has no desire for food. You see my difficulty; I can't catch the hunger look, the desire of the eyes, the——"

"It is a great work, my friends," Pierre resumed suddenly, in a veiled voice—a voice that was suggestive of hiding much. "If I can achieve I shall have finished my labor—my life will be complete. I shall have accomplished my mission." He turned at a more furious gust. "It is a wild night; I grow restless. My friends, your ways are many. There will be rain at the edge of the wind. And, for myself, I have much to do." His eyes went on a wandering, furtive quest around the room. "My art calls me. You know the imperious call of art? My dreams flame, they grow in a strange light." He commenced to move restlessly about in an irregular ellipse round the covered canvas. "You will go. I shall not see you for perhaps a fortnight. I go on a search—a search for the eyes with their burden of desire. I shall find them. They are calling me now."

"It will be a long search, Pierre," said the Englishman, rising.

"Not long."

"Long, I hope for the sake of the poor beggar owning them."

"The poor beggar owning them!" A curious furtive smile crept round the corners of Pierre's mouth. "One does not consider the poor beggar!"

Outside the wind cried loudly.

"A fortnight!" Pierre continued, moving towards the door—"a fortnight. Remember, I am going upon my search. Good night!"

When the men had gone Pierre lit some candles stuck on old bronze sticks, and went swiftly to the shrouded canvas and drew aside its wrapping. Then with eager hands he painted out the face that stares hungrily at the viands beyond reach.

He slept feverishly that night. Twice he rose, lit candles, and looked at his work. The passion of creation stirred in him, he was under the spell of his own work.

At the coming of day, Pierre stole out into the silent, half awakened morning, and hammered at the doors of shops, hammered so strenuously that the barred doors were unfastened by sleepy, half clothed trades people, who sold him provisions with wonderment. He purchased largely; indeed, so numerous were his purchases that he was forced to make many journeys to his studio hugging the packages to his lean breast. The wonderment had given way in nearly every case to a rough pity. The great artist was most certainly mad. If not, why did he live in so poor a place when he was wealthy, and steal out so early to buy bread and meat and fruit? Bah! it was cold—surely it was cold before the sun had climbed far!—and no man but a madman would be stirring so early. It was pitiful to be mad, even if one were great. They had heard that all great men were mad—Francois had said so, and Francois was a man who knew—and they thanked le bon Dieu that they were not great and were sane. So they gave monsieur his goods in exchange for his dole of francs and centimes, and grumbled no more than a man roused from a warm bed to go shivering into a gray morning might reasonably indulge in. The grumbling made little impression upon Pierre. He was searching for the eyes in his own way.

His last purchase was at a little shop where they sold oil and small odds and ends of iron mongery and rope. It was a poor place in the Rue St. Paul, a street of small shops with squat, low foreheaded living places overhead. The shopkeeper was an old man.

"Ah, oui, monsieur," he said, "I have rope."

"It is strong?" inquired Pierre.

"O, yes; strong to hold. Monsieur needs it to bind?"

"To bind something most valuable."

"This will bear a great strain."

"Even the strain of a fortnight?"

"Monsieur is droll. He will have his little joke. It will bear a strain of many quintals dead weight."

"Ah! dead weight! That is good! I will take it!"



The old man stared after the gaunt, stooping figure of the great artist.

"He may be great," he said, turning back into the dull parlor behind, where the sun never came. "He may be wealthy; but he is most certainly mad. And thank le bon Dieu there never was a strain of madness in our family; and as for poverty—better that, for it has its good moments."

Pierre went back with his last purchase, chuckling to himself. In the studio was a litter of provisions, fruits, breads, liters of wine, sugars, meats and many boxes of candles, a great array. The model throne was empty. Beside it stood the easel with the painted out face. Pierre went up to it and looked at it long, with a strange eagerness. Then the striking of a clock in a church tower arrested his attention.

"Ten o'clock," he said. "Old Marsac will be here and I have much to do."

He mounted the throne. At the back, in the solid timber posts of the wall, were strong iron staples. He went up to them and pulled at them with his long, lean fingers, fingers that were curiously strong. The staples were stout enough. Eagerly he untwisted the rope and tied it to the staples. Then with all his strength he tugged at it, throwing himself about in a frenzy, twisting here and there, pulling on the rope with all the nervous energy of his body. Both the rope and the staples-held.

"I am not weak," he muttered, "yet it held! It will surely be sufficient for my purpose!"

He busied himself with the provisions. Most of these he carried into the inner room, where he lived, but enough for an excellent meal he left heaped on a table. Then he wandered round the room. All the windows were thickly hung with tapestry, heavy folds that held all sound. Over the door was a brass rod and rings for other tapestry curtains. Laboriously he carried a pair of steps to the door, and then dragged heavy curtains and placed them beside it. When he had finished, a knock, a feeble, halting knock, came at the door. Pierre opened it with feverishly eager hands.

"You are late, Marsac," he said.

Old Marsac came in, leaning upon a stick. He was feeble. A scanty, unkempt

beard covered the lower part of his face. Above it a thin, hooked nose showed. His cheek bones were prominent. The flesh under the eyes had fallen in. He looked half starved. His hands were bony and the fingers were crooked. His eyes were the most prominent feature of his face—bright, restless, beadlike. Pierre looked at him narrowly, yet looked not at him so much as his eyes. They seemed to fascinate him.

"It is ill coming, monsieur, for one old as I am," old Marsac answered. His voice, like himself, was thin, seemingly half starved.

"One moment, Marsac; I must put up these hangings."

"You feel the cold, monsieur?"

"This old place is drafty. These hangings will keep out—the wind." Pierre paused before the words, "the wind," and chuckled in his throat, a curious, guttural chuckle. Busily he worked, hooking the tapestry to the brass rod.

"You have a feast on hand, monsieur?"

"A Christmas dinner, Marsac. We may be hungry. Hunger comes to us all."

"Not before one, monsieur. Then I go."

"I may want you longer."

"Very well. I am my own master—my own master. All who ever cared for poor Marsac are asleep in the ground."

"No ties to life, Marsac?"

"None, monsieur. If I never returned none would mark it."

"If you never returned."

"Sometimes I dread that. If I were to die in the street—I grow more feeble every day, and, who knows? I may be knocked down one day. They would take me to the morgue and there would be no one to claim me."

"No one! That is good."

"Good, monsieur?"

"To go out and leave no regrets behind."

"You are young. Only the young speak lightly of death. The nearer he grows the more we dread him. Shall I sit now, monsieur?"

"Again one moment. You are hungry?"

"I had my breakfast but now. It is little I need to keep alive this old body."

"You may be hungry presently?"

"Not until I go out."

"You may even before that. Who knows, Marsac?"

Pierre went quickly to a side table and lit candles. Then he passed to the heavy candleabra in the center of the room and lit all the shining wax candles there. They made a brave struggle with the garish daylight.

The old man watched him with the apathy of age. "It is strange, monsieur, this lighting of candles. The light is good."

"A whim of mine, Marsac; I would paint by artificial light," answered Pierre. Then, with the strange, swift eagerness of all his movements, he pulled down the blinds, shutting out the light of day.

"It is hard to believe that you will see daylight again, Marsac," he said, chuckling once more.

The old man laughed, too, a thin cackle. He did not understand, but his patron was pleased to be merry.

"Yet assuredly I shall when I go out."

"Perhaps—who knows? Come, let us set out the food in a proper fashion."

The old man and Pierre arranged the food with care on a damask napkin. Pierre was particular in the setting out, and through all his labor stared repeatedly at the eyes.

"There is little to finish, monsieur, in the picture," said the old man.

"Little—only the face, Marsac. I have painted it out again, but now I think I shall get it right."

"And the eyes, monsieur."

"And the eyes, yes, the eyes."

"I am glad, monsieur."

"Are you?"

"Assuredly, yes."

The old man stepped up painfully to the model throne.

"A little farther back, Marsac, nearer the wall. Come, I will place you."

Pierre went up to the old man and put him under the iron staples. Beside him was the coil of rope.

"You can see the little feast well from here, Marsac?"

"Indeed, yes. Ah, monsieur, in an hour it will make me hungry."

"And in a day, two days, three days—what then?"

"Monsieur, I do not understand."

"Ah, no—not yet; but you will!"

Pierre stooped and fingered the coil of rope, making a slip knot with hurried hands; then, with a pantherlike spring, he leaped upon the old man and bound him securely. Old Marsac was so astonished that he made little resistance. Pierre fastened the ends of the rope to the stout staples.

"Monsieur, monsieur, what are you doing?" the old man cried in alarm. "These ropes hurt me."

"Old idiot, don't you see—don't you see? I must paint those eyes. It is for my picture. In a day, two days, three days, they will have the light I want. You will see the food always and never taste. Shout, scream, cry—those hangings will muffle your voice as well as a gag. No one cares for you, no one will miss you. You are giving your life to Art!"

\* \* \* \* \*

On Christmas day, ten days later, Edwards, the Englishman, and two other artists came to Pierre's studio. The door was locked, but Edwards had a key. Some months before he had occupied the studio while Pierre was away; now he wanted an old toreador cloak he had left behind with other artistic properties. He opened the door, and the three men entered. The candles were burning, and before the easel, seated in an attitude of adoration, was Pierre. On the throne a starved figure hung huddled forward, held up by ropes to iron staples. It was old Marsac, quite dead. "Merciful heavens!" cried Edwards. He turned swiftly and touched the crouching figure. "Pierre!" he said.

"It is finished; I found the eyes!" Pierre said. "They are wonderful—they are real!" Then he burst into laughter, the weird, purposeless laughter of a maniac.

On the easel was the pictured face of a man starving, with a feast spread before him. That was all Edwards saw—the starved face and the eyes. And the eyes, with their desire, were terrible.—*Philadelphia Inquirer*.

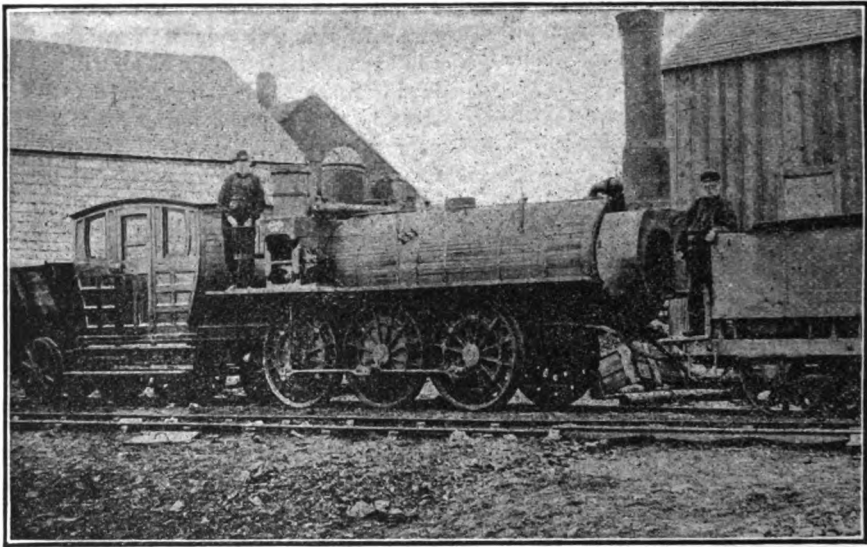
## Over The First Railway Track In America.

BY FELIX J. KOCH.



WITH the various American railways vieing, one with the other, in records for speed and the like, it is a rather interesting pilgrimage to make, to repair to the home of the first railway on the continent, and, as best one can, to retrace the line of track.

Almost unknown, indeed, is the fact that our first American railway had its course laid for it in Canada, in Nova Scotia to be ahead is the mine, with its buildings of uncompromising black. Otherwise there is only open country-side. The miners' homes, however, vary the monotony. They have green shades of a decided emerald,—at the curtains, behind the queer, mani-partite windows. The door, too, to each house, opens into a rather arcaded and protruding hallway, where plants are set,—the vestibule serving



SAMPSON, THE OLDEST CANADIAN LOCOMOTIVE.

This old locomotive was built at Durham, England, in 1837 and was the first locomotive used on the Inter Colonial Railway. The engine has perpendicular cylinders and the old hook motion. The tender was pushed ahead of the engine, which was fired from the front end. The passenger coach attached behind the engine was about the size of an old style stage coach and looks very much like one. At one time this locomotive was owned by the Acadia Mining Company

exact—out of the town of New Glasgow, toward Stellarton.

Today, the route is traversed by an electric line, running primarily to the Avalon shaft, one of the noted mines of Nova Scotia. The traction parallels a country road, and incidentally a modern railway track as well. You are carried into a valley of open fields, and then among quaint red miner's houses, built double. It is seven miles from Stellarton to New Glasgow by this route. Far hills are seen, sloping to the mists,

to keep out the cold in the winter. Coal piles stand high about—and then you are crossing the track of the old railway.

By and by you are at the mine, but that is a tale in itself. You are rather more interested in the railway—and the traditions that survive as regards it.

The first railway in America, according to local authorities, began at the old Ford mine near Stellarton, running along the river for probably six miles.

The last train over the route made the



AMERICA'S FIRST RAILWAY. THE SNOW PLOW AT WORK. NEW GLASGOW, NOVA SCOTIA.

course in 1889. Then the railway was abandoned—there being no more shipping done over it after once the Ford pit was closed because of water. The old pit is half full of water now, and a large number of men remain buried in the river beside it, since that time.

The railway had been built by the mine company in 1838, and was owned by it.

The oldest engine of America's railways, as many will recall, was sent to the World's Fair in 1893. It was returned to Canada and is now at Montreal. It was desired, at that time, that the first engineer should accompany it to Chicago, but this his age forbade. The old man, Davidson by name, lived at Stellarton, and is believed to be still alive—though where no man can say. The fireman was a fellow named Fraser, and he, too, has trekked to parts unknown.

Officially speaking, the first railway in America ran from Fort Pitt through New Glasgow to Abercrombie, a distance of nine miles. In this nine mile stretch there was a grade of twelve inches—so that it was at first thought impossible for a train to cover the "climb!" Local coal was used in the engine, and this was fired at the front, the tender being at the front of the locomotive.

Boys,—one recalls from some of them, "boys," who are now old men, at New

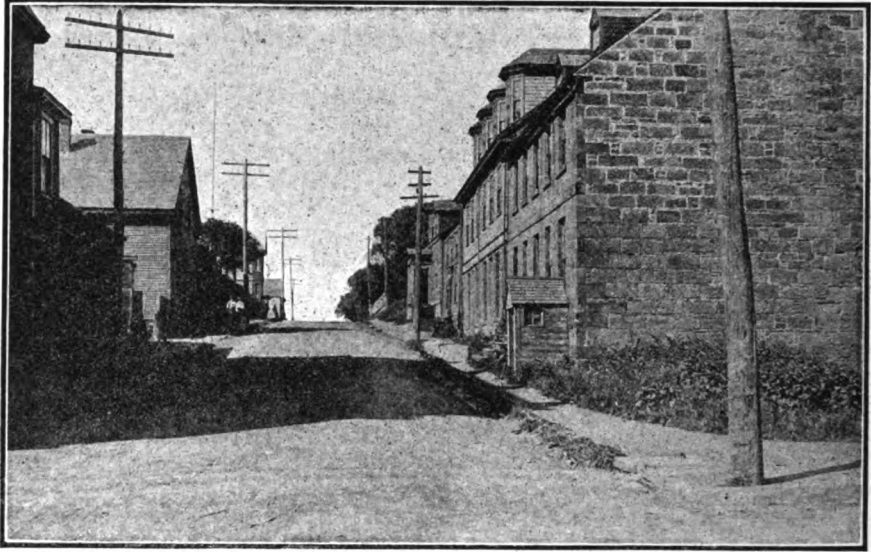
Glasgow—were wont to jump on and off the old train—an indicator of its greatest speed. The road is believed to have been actually built with English capital, and no expense was spared. Every culvert, for example, was built of dressed stone.

On gala days the train carried one passenger coach, for the directors this, otherwise was fitted for freight only.

Part of the old cradle-rails, on which it ran, survive. These, too, were unique. The rails were set up on what resembled a chair—clear over the sleepers, however. Trains out of New Glasgow still run over a few of the old sleepers as they get just beyond the bridge. Part of the old track, too, is utilized by a local coal dealer, Munro by name, who handles the "New Acadian" coal. Over this section a picturesque shunting-engine is operated.

Later, two locomotives were run on the line, where the "Sampson" had been the first comer. Then the line became more cosmopolitan, until it had to make way for a better.

And the town of the first railway—New Glasgow? Railways, at the beginning do not seem to have proved the "mothers of towns," if one would judge by it. Almost as it was then, so now, New Glasgow is a quiet, rather fascinating country town.



GEORGE STREET, NEW GLASGOW, NOVA SCOTIA.

There are the usual neat country stores, when the thermometer hovers about sixty such as one finds all over Nova Scotian degrees. Today, the Canadian government towns—outlined against the dull, grey skies railway runs through it—it is a hundred that prevail even in July in this province— and five miles to Halifax.

## Shifting The Burden—Compensation For Injuries.

BY A. MAURICE LOW.

Reprinted by special permission from *The North American Review* for July 19, 1907. Copyright, 1907, by The North American Review Publishing Company.



IN his latest speech at Jamestown, President Roosevelt advocated legislation by which a working-man injured in the course of his employment shall be compensated by his employer. This, in a few words, is the substance of the President's deliverance. Like all of Mr. Roosevelt's utterances, it has been severely condemned and with equal vigor commended. He has been accused of having enunciated "an entirely new and radical doctrine," of having advocated "a new kind of paternalism calculated to have a deadening effect upon the sense of individuality," of having advanced an argument "that smacks of socialism," of having given expression to views that are "demoralizing and degenerating to the very theory of our Constitution." Censure and praise are equally extreme. Mr. Roosevelt has made no discovery, he has not even elaborated an old theory; whether his doctrine is radical will depend upon the point of view. *En passant*, it is interesting to note that in political terminology the word "radical" means one thing in England and quite another thing in the United States; and what is "radical" in America is simply "progressive conservatism" in England. Every foreigner who has studied the Uni-

ted States sociologically is always amazed at the paradox of its conservatism. He is led to expect that this country will be the world's laboratory for experimenting in social legislation, that every theory will be tested to demonstrate its truth, and that the United States will lead in social legislation. On the contrary, he finds that Americans are much more cautious in undertaking social experiments than Europeans. A law placed on the statute-books by the Conservative party in England, as a logical development in the progress of society, is considered by many Americans intensely radical, dangerously socialistic, in that it strikes at the very foundation of society and threatens not only the social order, but the destruction of national independence. It is presumed that Mr. Roosevelt is at least reasonably familiar with the official publications of his own Government, and Bulletins No. 32 and 70 of the Department of Labor will show that the scheme he advanced at Jamestown has been in operation in England for the past ten years. Whether it is advisable to borrow legislation of this character from England I shall not now discuss; but, in view of the attention given to the subject by serious-minded men, I propose briefly to explain the reasons which led to the adoption of the Act, the objects sought to be accomplished and its results.

To meet the issue frankly, let it be said at the outset that this is "class legislation" in its most extreme form, but in that it differs not in the least from the whole mass of "Protective Legislation" that for the last half-century has constituted the chief work of lawmakers the world over. By protective legislation the sociologist means those laws designed to protect the laborer, the wage-earning class, the men and women engaged in gainful operations, from the consequences of their own folly or ignorance and the cupidity or indifference of their employers. Laws restricting hours of labor or output, requiring proper sanitation in factories, providing for safety appliances in mines and railways, fencing machinery to safeguard employes, prohibiting the employment of children of tender age—these and all similar laws which we now regard as a matter of course first found their ex-

pression in England with the beginning of the factory system, and were acknowledged to be in the interest of a class—a class which the State was morally bound to protect because it was incapable of protecting itself. Space will not permit me to go into this branch of the subject at any length, and a recent bulletin of the Bureau of Labor (No. 70. "A Short History of Labor Legislation in England") traces in concise form the genesis and growth of this legislation; but two things must be emphasized. One is that, having had their inception purely in humanitarianism, it was not until long afterwards that the economic value of these laws was understood, and it took men many years to grasp what is now a truism, that there is a certain limit of physical endurance, and that, when that limit is reached, labor ceases to be profitable. In other words, it is cheaper to work a man eight hours a day than it is to work him ten or twelve, because after he has worked eight hours he is mentally and physically fagged out and his work falls below the profitable standard. The other fact, of equal interest, is that at the beginning both employers and employes opposed the laws, the one believing that it would ruin them, and the other, that it was an interference with freedom of contract, and hampered them in the sale of their only commodity, their labor. Both theories have been proved to be fallacious.

The British Workmen's Compensation Act, which came into operation on July 1st, 1898, both destroyed and created—it struck down, in effect, although not in expressed terms—the pernicious common-law doctrine of "common employment," and it laid an obligation upon the employer to succor his employes when in distress. The doctrine of "common employment," which the courts of this country recognize, relieves an employer of liability for an injury caused to a person in his employment if the injury was the result of the negligence of another person also in his employment. Thus, if a man employed by a railway company in New York to couple cars does his work so negligently that, when those cars are uncoupled in Chicago, the employe there must inevitably have his hand crushed, under the

common-law doctrine of "common employment" he has no remedy against the railway company, as the man in New York and the man in Chicago are "fellow servants," and each assumes the risk of negligence on the part of the other—a doctrine manifestly unjust. The common law has further protected the employer by the application of the principle of "*volenti non fit injuria*." If the employer can prove that the employee was injured in the course of his occupation by a risk which it is inferred the workman must have known, the employer is relieved of liability. To succeed in an action at common law for an injury caused by defective plant, it would be necessary to prove that the employer knew, but the workman was ignorant of the defect which caused the injury. A further obstacle to the recovery of damages by a workman in an action at common law is the defense of "contributory negligence"; the law holding that, if the injury was caused through the combined negligence of both parties, the injured person cannot recover. Thus, it might be the duty of a workman to clean a machine in motion, and the owner of the machine might not have equipped it with a safety device to prevent accident; yet, although the workman might be maimed for life because of the parsimony or indifference of the employer, it might be easy for him to show negligence on the part of the workman, and under the common law doctrine of contributory negligence the workman could obtain no redress.

It will be seen, therefore, that while, theoretically, the law of England gave a workman protection and compensation when he met with an accident in the course of his occupation, in point of fact he seldom if ever was able to obtain redress. The doctrines of common employment, *volenti non fit injuria* and contributory negligence were ramparts about the employer that the working-man was unable to overthrow. The injustice of this was so apparent that an agitation began for an amendment to the law that would place employer and employee more nearly on an equality. It was not until 1880 that this agitation bore fruit in the passage of the Employer's Liability Act, which makes an employer liable for injury

to a person in his employ when the injury is caused by defective plant or machinery or the negligence of persons entrusted with superintendence. But that law really did little to correct the evils it was designed to meet. It was in the first place, difficult to prove negligence; many accidents are not due to negligence, but are an unavoidable incident arising out of the occupation; and as most employers refused voluntarily to make compensation, the result was costly and uncertain litigation. Speaking generally, it may be said that the working-man was little better off after the passage of the Employer's Liability Act than he was before.

When the Act was found to be unsatisfactory, numerous attempts were made to secure its amendment, which principally took the form of the abolition of the principle of "common employment." In 1893, Mr. Asquith, the Home Secretary, representing the Government of the day, brought in a bill for that purpose, which after passage by the Commons was rejected by the Lords. That bill finally grew into the Workmen's Compensation Act in the form of an amendment moved by Mr. Chamberlain, in 1897, "that no amendment of the law relating to employer's liability will be final or satisfactory which does not provide compensation to workmen for all injuries sustained in the ordinary course of their employment, not caused by their own act or default." This is the principle of the law as it now stands. "It is difficult to overrate the boldness or importance of the step then taken by the legislature," is the statement made by a departmental committee appointed by the Secretary of State for Home Affairs in 1903 to inquire into the workings of the law.

It has already been observed that, in the long struggle between humanitarianism and cupidity and criminal indifference, when a finer ethical conception and a wider knowledge of the duties of society induced a small number of men to bring about the passage of protective legislation, that legislation was always opposed both by masters and workmen, because both believed the burden would fall on them. It was so in this case. Prior to the passage of the law,

Mr. John Wilson, a member of Parliament and secretary of the Durham Coal Miners' Association, in a circular issued to his Association said, supposing a scheme of compensation adopted, the money will no more come from the employer than "the water we drink comes from the tap or the pipe it flows out of. It may run out of the tap, but it must come from the spring or other source. So the money paid will come from the spring of the employer's wealth—the labor of the workman."

Manufacturers and the employers of labor, generally, saw in this law, if not their ruin, at least a very heavy reduction of their profits. They did not agree with Mr. Wilson that the money paid in compensation would "come from the spring of the employer's wealth—the labor of the workman"; on the contrary, they held it would come out of their own pockets. The colliery proprietors, for example, asserted that the proposed law would impose a charge equivalent to three pence per ton on every ton of coal mined, or an annual charge of £2,375,000. When the bill was pending in the House of Commons, Mr. Asquith agreed with Mr. Wilson, and suggested that, inasmuch as a large share of the burden would fall upon wages, the workmen would gain little benefit. Mr. Chamberlain replying to Mr. Asquith said that, admitting the correctness of the argument, "every addition to the cost of manufacture must come out of wages, which, I think, will reduce the argument to an absurdity." In the course of the same debate he said: "We have provided for those who are injured by no fault of their own, but we have gone beyond that, because we have provided for those who have contributed to the accident from which they suffer."

The law provides that a workman injured in the course of his occupation, when that injury is not due to any violation of the rules and regulations established and approved by the proper authorities for the conduct of the business, whether or not that accident was due to the default or negligence of the employer, shall be compensated by him as follows: In case death results from the injury and the workman leaves dependents wholly dependent upon

his earnings, a sum equal to three years' wages, or £150, whichever sum is larger, but in no case to exceed £300; in case of partial dependence, a sum not exceeding the amount payable for total dependency as may be agreed upon or determined; in case of total incapacity, a weekly payment during the entire time of incapacity equivalent to one-half the weekly earnings, but not to exceed one pound. Practically, a workman totally disabled and unable to earn his living in his regular trade is given a pension for life on half wages, except in those cases where his wages exceeded two pounds a week, as the maximum pension is limited to one pound, but the employer has the option to commute the pension by the payment of a lump sum. In the case of partial incapacity, a sum not exceeding one-half the wages shall be paid during the period of incapacity, but the amount the workman is able to earn may be regarded as a set-off and the employer's contribution reduced accordingly. The law works automatically.

Having thus explained the motives that induced the legislature to enact the law, and the objects sought to be attained, we must now consider three aspects of the subject, namely: Is it the duty of the State to provide for those unable to provide for themselves; and what are the economic and sociologic effects of State interference and assistance?

The first question—the duty of the State to furnish assistance—cannot be answered dogmatically, because the answer to it will be determined by the conception every person has of the proper relation existing between the State, representing society as a whole, and the individual—which is a conception biased by political and other considerations. To those who believe that the State is something more than a "big policeman," and that the State is remiss in its duties when it is content merely to provide prisons and hospitals, the principle exemplified by the Workmen's Compensation Act is logically the proper development of the highest form of social duty; to those who hold to the contrary and believe that the best-governed state is the least-governed state, the liability thrown on the em-



ployer for compensation to his workmen may well be regarded "a pernicious doctrine." As the question, in this connection, is academic no profitable end can be gained by its discussion at this time. But when we approach the other phase of the question—the effect of the law sociologically and economically—we are on surer ground.

The test of every law is time—the experience which proves whether philosophically the law meets a demand or is merely the unconsidered expression of momentary excitement; and the supreme test of all economic laws is the response to the demands made upon it in a time of a falling market. In other words, an economic law is like a ship whose buoyancy and stability and general seaworthiness can only be proved, not when it lies at anchor, but when it has been buffeted by wind and wave. In a rising market, when the times are good and labor is scarce, every pseudo-economic law justifies itself, as the most unseaworthy craft does in fair weather; but it is only in time of stress that we are able really to discover whether a law is economically sound or an assumption predicated on false principles. The Workmen's Compensation Act has not received such a thorough test as would enable us to speak with conviction as to its economic workings, because since its passage the United Kingdom has enjoyed great prosperity, and in England, as in this country, the demand both for products and labor has fully kept pace with the supply.

Two years after the passage of the law, in 1900, the writer made in England and Scotland a study of its operations for the United States Bureau of Labor; and last year, as an incident to another sociological investigation, he paid some attention to its workings, to ascertain to what extent his conclusions of 1900 should be modified. In the report of that year it was stated:

"During the brief period the law has been in force there has been a demand greater than the output for nearly all forms of manufactured articles, and labor has found steady and remunerative employment at constantly increasing wages. In some trades there has been a scarcity of labor, especially since the outbreak of hostilities

in South Africa, which seriously affected the labor market by the withdrawal of men from gainful occupations to join the colors. This fact cannot be too strongly emphasized. Both employers and employe agree that the real merits and defects of the law, its advantages and disadvantages, can only be determined when there is a time of stress, when capital cannot find a productive return, and when labor cannot find employment and the wage scale declines."

With the insufficient data then in possession of the writer, it was only possible to reach one conclusion, that the cost of compensation had not been a tax laid upon the working-men in so far as it imposed a charge upon his wages, as wages instead of having decreased since the law came into effect were higher than before its passage; but it must be repeated that not one but many things affect the level of wages. The natural assumption, then, would be that, as compensation had cost the working-man nothing, the full burden had fallen upon the employer, which is an assumption justified only in part. In estimating the cost of production, a manufacturer calculates the cost of raw material, labor, interest on his capital, expense of distribution and factory and office charges, rent, insurance, advertising, etc. Assuming that compensation to workmen is equivalent to five per cent (this estimate, of course, is purely arbitrary) of the annual wage roll, here is a fixed sum which must come either out of profits or be added to the selling-price. It may often happen, however, that the consumer will not bear the whole cost, as part of it will be taken up in the slack of the chain of industry. From the producer of the raw material to the consumer, every article of commerce passes through many hands, every transaction increasing the cost, but also permitting a specific charge incident to production to be widely distributed. But, even if the whole charge fell upon the consumer, which is only another term for the public at large, it would be merely shifting the burden from the shoulders of the individual to the shoulders of many individuals, and the many are better able to bear the burden than the one. Facing facts frankly as they exist, we are forced to recognize

that the working-man as a class is financially unable (whether because of improvidence or misfortune, we need not now consider) to bear without outside assistance the strain of illness long continued. Whether the workman goes to a hospital which is maintained by the general taxes of the community, whether he is supported by the contribution of his fellow workmen, whether he is the recipient of charity, it is immaterial in what form the assistance is rendered, the cost falls not on himself, but is assumed by a limited number of persons. By the statutory enactment the number of persons is unlimited; their limit is only the number of consumers, and each bears his part in sustaining the burden of his fellow. In the report of the departmental committee to which reference has already been made, the conclusion is reached that, "on the whole, we think, the verdict must be favorable to the Act. In other words, we think that great advantages to the workmen have been obtained without imposing any undue pecuniary burden upon the employers."

We have now to consider the sociological effect of the law, and in that connection an important economic-sociologic phase. Is it for the general advantage of society that a workman shall be pensioned when incapacitated in the line of duty, or is it better for himself individually and for society in the aggregate that, when injured, he shall be cast adrift to shift for himself? Here again the answer will be dictated by the teachings of political philosophy. To the disciples of the Manchester School, who preach the doctrine of *laissez-faire* and whose ideal of the State is a stony-hearted stepmother deaf to the cries and blind to the tears of her unfortunate children, State interference is maudlin sentiment destructive to manhood and independence, but the modern view of the duty of the State is more humane, and is actuated by an intelligent selfishness represented by the formula that what is good for one is best for all. We begin by the recognition of a moral obligation, the acknowledgment that those who, by the accident of nature or even by their own laches, are less fortunate must, in a sense, be taken care of by

the more fortunate; but in so doing no prop is withdrawn from them, nothing is done to break down their resistance or initiative. If suffering comes to them, suffering is to be relieved; but no premium is to be placed upon suffering, malingering is not to be rewarded. "It may be that the employer finds some compensation," the report of the departmental committee says, "in the improved relations with his workmen, or in the advantages that result from a clear and definite obligation imposed on all employers engaged in the industry, instead of the more indefinite moral obligations which, previous to the legislation in question, were felt to be binding by good employers, but were neglected by bad."

The working of the law has had one effect which probably no one was wise enough to foresee at the time of its passage. It has, without question, made it more difficult for the old and infirm to obtain employment, and these difficulties will increase whenever the labor market is redundant—that is, whenever trade is slack and there are more men seeking employment than there is work for them to perform. The reason for this is obvious. A man whose faculties are dimmed and whose muscles are relaxed, a man past the prime of life, is more liable to meet with an accident in a trade requiring great alertness of eye, hand or step than a younger man; and, with the fear of compensation always before him, the employer will naturally select the man with the greatest percentage of chances in his favor. In the old days, it made no difference. If a man fell from a scaffold and broke his back or his leg, the employer was under no legal obligation to compensate his dependents or care for him during sickness, but now he cannot escape from this obligation, so that, when the labor supply is plentiful, the selective process will be employed and only those most fit will industrially survive. In the 1900 Report to which I have previously referred, I said:

"This (the discrimination against men beyond a certain age) has been referred to without bitterness, but as a fact, an unfortunate but perhaps unavoidable corollary to the effort made to improve general conditions, which, as a general thing, bring

about 'the greatest good for the greatest number,' but incidentally, in the process of adjustment, before its accomplishment entails some suffering on the minority."

The departmental committee was sensibly impressed by this effect of the law. "The evidence has led us to the conclusion," the committee said, "that the Workmen's Compensation Acts have largely increased the difficulties of old men finding and retaining employment. We fear the tendency is for these difficulties to grow,"

Admittedly, the law is still an experiment; but it is an experiment that so far has worked well, and employers as well as employed agree that it has served a useful purpose. Experience may prove that, to prevent oppression and to convey the fullest benefits, the law will need to be amended; but one may assert, with due regard for the danger of vaticination before the event, that the Workmen's Compensation Act has been written into the statute-book of England not to be effaced.

## Skeptical Peter Peterkins.—A Christmas Story.

BY THOMAS C. MINOR, M. D.,  
*Saxby's Magazine*

**O**NCE on a time (all orthodox Christmas stories commence thus) there lived a little boy named Peter Peterkins. He was neither a very good child, nor a very bad child, but, from the age of three years, he had shown a disposition to look at many things with an eye of doubt, so that, among his neighbors, he had the name of Skeptical Peter Peterkins. This tendency to skepticism on the part of the boy had resulted in his meeting with many accidents, for he never heeded the advice of his good papa and his lovely mamma, who were wise parents and knew exactly what was proper or improper for children to do; what would result in pleasure, and what in pain. For instance, Peter was informed on several occasions that taking pie and cake from the pantry and eating the same at irregular hours and in large quantities was liable to upset his stomach, for, like all small youths, when he ran across a jam jar or a jelly glass or black cake, he was apt to swallow such food hurriedly in his anxiety to escape undetected in such a nefarious act. Sometimes he was rewarded when caught, with a maternal spanking; at other periods he had colic, for which the old family physician was called to minister. Dr. Billem Pillem was a courtly gentleman, who believed in castor oil and ipecac, the latter

ever given first to empty an overloaded stomach, and the former for intestinal reasons—Peter could never understand, inasmuch as the boy was unversed in Aesculapian arts. Peter would never have needed medical services had he but heeded the advice of papa and mamma. Again, the boy had been frequently admonished not to pick up "Gyp," the family tomcat, by the tail, and on several occasions had been badly scratched by the mouse catcher. He finally learned from his cat school of experience that it is best to rub pussy on the back with its fur in the proper direction, so as to elicit low purrings of feline delight. He had been informed, too, that pulling the watch dog's ears might result in personal injury to the puller. After being bitten on his hand two or three times, Peter discovered that patting "Tray" on the head was the proper canine caress. He was also told that it was highly improper to enter Dolly's stall from the rear and tickle the animal's hind legs with the riding whip. Having had his arm broken once by being kicked twelve feet across the barn, Peter thereafter only approached "Dolly" with a lump of sugar from the head of the stall. He learned, too, after warning, not to get down on all fours and attempt football conclusions with Mike Malloney's, the stable man's pet billy goat.

His early attempts to discover whether mamma's and papa's advice in regard to domestic animals was proper, taught him some little wisdom; yet, as he grew older, he still experimented, owing to his skepticism on other lines. He had been warned not to go too near the bee hive; but, having heard Mike Malloney say that every hive had a queen bee that was much larger than the other bees, he doubted the story, and one summer day, when the hive workers were supposed to be absent in the white clover fields, he upset the hive. He never saw any queen bee, it is true, but then his eyelids were swollen so he could see nothing, while his lips were puffed out so his mother hardly recognized her Peter's face. There was certainly a queen bee or some other kind of bee in hives, the boy concluded, and thereafter he sedulously avoided the pursuit of apiculture. Having been burnt by the premature discharge of Fourth of July firecrackers, scratched, kicked, bitten, stung, he at last came to regard some of his parents' advice as good, and grew cautious—even cunning—yet, strange to say, more skeptical than ever. He did not controvert the opinions of papa and mamma so openly as formerly, but kept up a deep thinking, always ending in doubt; for he had an analytical mind, always wishing to see for himself the true cause and, sad enough, usually, to realize the effect. For a year before he was eight he doubted things like an old Voltaire or Tom Payne. Peter Peterkins was not so different, after all, from many children of even larger growth as to his habits of celebration. What he did not know positively, he guessed at, then believed in the guess until he was taught, occasionally, that all guesses are not right. Herein was deep heathen philosophy, mystical, and akin to esoteric Buddhism and other ancient cults modernized and vulgarized.

Like almost all children, he had been taught early to believe in St. Nicholas. This, with "Now I lay me down to sleep," constituted his creed of religious faith until his eighth year. At this period his supernatural nature underwent a radical change. One day, to the horror and consternation of his only and younger sister, he avowed his

utter disbelief in the patron saint of Christmas. He was careful enough not to utter this profound heresy in the presence of mamma and papa, however, for two reasons. First, because he feared the displeasure of his parents; for, had not mamma and papa instilled the germ of this infantile faith into his mind? Second, he had a vague notion that perhaps his announcement of fall from grace might result in disaster as regarded Christmas presents, for even in his skepticisms he faintly convicted mamma and papa as the real transmitters of the good gifts ostensibly bestowed by St. Nicholas, they being the intermediaries of proper rewards and dire punishments as time and occasion might require.

How often had Peter Peterkins been warned that good little boys and girls were most kindly remembered by St. Nicholas with confections, nuts, toys and a world full of good things that the season's festivals should bring about. Then the punishment for bad little boys and girls—only lumps of hard coal and rattans for flogging would appear in each Christmas stocking. True, it was, that Peter could not remember the time his own stocking had not been filled to repletion with all the childish luxuries. This led him to assume that his conduct on this earth had ever been perfect, as he had always been annually rewarded; so, to many older souls, prosperity has appeared indicative of the possession of all the higher ethical virtues. It is a fine superstition that virtue is ever rewarded and our vices punished. It lifts up humanity and is an eminently proper superstition, if superstitions are proper. It was Fichte, the German philosopher, who once observed that "it is only superstition which restrains and controls the masses;" but this is a digression, for Peter Peterkins had never read Fichte, and it was a good thing for Peter that he never had. It will be seen from this that the boy had commenced to acquire wisdom, even if the sign did not yet appear in his teeth. He could look back proudly and note the time when he could not see why 12 times 12 should not be 200 instead of 144, and why 12 added to 20 be 100, just as well as 32. Time and a little rattan had

strengthened Peter's ideas in a number of directions. He learned his letters early and, when seven, could read the headlines of the morning's paper with a certain degree of intelligence. The headings "Mobs," "Suicide," "Lynching," "Bank Defalcations," and other ornamental display lines that adorn the great American dailies, served to turn his mind to warlike and strenuous doings, and inspired him with an ambition to become notorious and violent. By that method of unconscious cerebration, intuition, instinct (if you want to call it by such names), peculiar to juvenile citizens of the Republic, he lost faith in the true, good and beautiful of early childhood and indulged in rather morbid introspection, with an inherited tendency to doubt, his grandfather having been a Congregational clergyman of Scotch descent, recanting from Geneva Calvinism. Peter Peterkins doubted, doubted, and finally grew almost agnostic as to whether there was ever a real Saint Nicholas.

One night, when his little mamma had tucked him in his bed with safety pins—for he had eaten half of a pumpkin pie at six-o'clock dinner—she made him repeat after her the familiar "Now I lay me down to sleep" and the other pretty words of that lovely child-prayer. He suddenly stopped at the words "Pray the Lord my soul to keep." His gentle mother, leaning over his pillow, said, softly, "Peter, finish your prayer like a good boy." To her astonishment, he exclaimed, pettishly, "It is a story. Oh, mamma! I'm too tired and sleepy to say it." His mamma looked at him nervously. Peter turned over on his side and pretended to be asleep; in fact, the small hypocrite essayed a low, heavy breathing, akin to an infantile snore. She, thinking him now asleep, and yet wondering, retired to her own adjoining room, after kissing the boy on his rosy cheek. When she had departed, Peter, who was really wide awake, felt in his heart the pang of grief at his deceit. He had the feeling of compunction, yet could not have exactly defined his sin. Then he remained awake several hours, pitching and tossing. Perhaps it was his sin that made him so restless, but he had eaten too much pumpkin pie, too, as has been pre-

viously noted; so, keeping his eye on the window pane and trying to count the stars in the sky beyond, he at last fell asleep, his little pillow bedewed with tears of infantile remorse. Alas! for the childhood remorse associated with pumpkin pie. It will be seen from this little episode that Peter had some conscience, for, next day, he asked his mamma's forgiveness for deceiving her, and was happy for the maternal pardon. It is difficult to catch the exact evolutions of the juvenile mind, but all know that the beautiful faith of early childhood fades all too often and imperceptibly away. Peter, later on in years, ever remembered that night of remorse when he first deceived his little mother. He never forgot how the stars, shining through the window panes, seemed like the eyes of pitying angels looking down—eyes so full of sorrow, eyes so reproachful that he had buried his face under the coverlid, and so gently cried himself to sleep.

## II.

The Peterkins family lived in the suburbs of a large city. Besides Papa and Mamma Peterkins and skeptical Peter, there was a little girl, Gabrielle. The latter was like a lovely Dresden doll, a regular princess, just such an one as are pictured in the fairy tale books. She had soft blue eyes, long flaxen hair, and a most entrancing pink-and-white complexion. She was plump and jolly, too. Above all, she had a charming disposition. She was a happy little girl, dancing around from morning until night, and often clapping her hands from sheer delight, she was so pleased with the world and everything in it. Gabrielle Peterkins was two years younger than Peter. She was a trustful little girl, ever having an abiding faith in all that mamma and papa told her; an obedient child in all things. She always said her prayers in an humble, submissive spirit, full of hope and faith for the morrow. Gabrielle had implicit confidence in St. Nicholas; for, was that not part of the child's religion taught her? To her St. Nicholas was a real spirit of the Christmas-tide, who came down on earth from his toy workshop in the sky, driving in a sleigh drawn by fiery reindeer, with jingling sleigh bells as a musical accompani-

ment; for had not mamma taught her to repeat those exciting verses:

"'Twas the night before Christmas, and all through the house

Not a creature was stirring, not even a mouse?"

Gabrielle knew the infantile poem like all other little girls in the English-speaking world. St. Nicholas was as much in evidence in her faith as the Ten Commandments are in the old Mosaic law. It had been a great shock to Gabrielle when skeptical Peter Peterkins had proclaimed his apostasy to his holiday creed and had turned boy heretic.

One day, a short time before Christmas, Peter had struck such a blow at her faith she was not only amazed, but stunned, at his impious remark. "Say, Gabey" (he called her "Gabey" for short), "I don't believe in that old St. Nicholas. There's no saint ever comes down a chimney of all the houses in the world and gives children all they ask their papas and mammas for. It's a big story, and I don't believe it—not Petey."

Gabrielle looked at her brother with eyes full of fear and wonder, while the tears gathered, more in sorrow than anger, as she replied, "I do, for papa and mamma said so." A youthful sneer and a curl of the upper lip, and Peter retorted: "Papa and mamma are not always right, Sister Gabey. Do you know what I am going to do next Christmas Eve? Sister, can you keep a secret, and promise you will never, never breathe a breath to papa and mamma?" He stopped here and looked at her inquiringly. She, with the natural feminine curiosity, that has pervaded the sex, young and old, since Eve wondered how an Eden apple would taste, after a very short reflection nodded her flaxen head in token of assent. "Swear it!" he cried, in a melodramatic fashion. He had heard Malloney, the stableman, who sometimes frequented variety shows, make this observation to the cook. "I will; I will," she whispered, awed by the mystery of the forthcoming secret. "Sister Gabrielle," said Peter, for the third time, "next Christmas eve I shall sneak out of bed after mamma and papa are sound asleep. Then I shall go upstairs to the back

room, climb out on the top roof ladder and see if any St. Nicholas slides down our chimney flue." Gabrielle buried her head in her hands in fright. "Oh, Petey, Petey!" she cried. "Do not be such a bad boy; St. Nicholas will be very angry, and" (here she sobbed) "if you watch him, he will certainly not leave anything in our stockings." Poor Gabrielle! she was thinking of her own disappointment; but that is natural, even in unselfish children. "Oh, Petey," she continued, looking up and drying her eyes; "you will catch your death of cold up on the roof there. Oh, you make me scared, too." Peter rose to his feet proudly, in a truly heroic fashion. "Rats!" he exclaimed, having heard Malloney say this to the upstairs girl. Had he said "Mice!" it might have been different. "Who is scared? Not I! not on your life. Petey does not scare, not even at St. Nicholas. As for the reindeer, I'll drive them myself." Gabrielle shivered; yet in her feminine heart of hearts, she rather admired the rash bravery of her only brother. "As for the cold, never mind that. I shall slip on my sealskin overcoat and put my feet in my arctics, to keep sliding off the icy roof; and, Gabey, if I catch St. Nicholas really going down the chimney, I'll ride in that sleigh, you bet your sweet life"—again the language of Malloney had been appropriated by the ever-imitative admirer of the stableman. At this outburst Gabrielle placed her fingers in her ears and refused to hear more, while Peter Peterkins stalked off like the stage hero in a circus side-show. Gabrielle pondered deeply. Should she tell papa and mamma? "No," she answered to her dear little self. "If Peter is punished, and he usually is, it will be his own fault. What papa and mamma say is true."

It was at this moment that the voice of their mamma was heard on the outside stairs, calling after the skeptical brother, "Peter, go to the stable and tell Mr. Malloney to hitch up the horse. I must go down town this afternoon, as I have much Christmas shopping to do." Peter Peterkins raised his eyebrows knowingly. "Christmas shopping? Ah, ha, mamma could no longer fool me. Christmas shopping, indeed. She was St. Nicho-

las." His keen sense of observation also led him to think that his mamma's concluding remarks, just before she drove to town, were suspicious, for did mamma not say, in her loving way, as she kissed the two children good-bye, "Gabrielle, how would you like St. Nicholas to bring you a new French doll; for last year's doll has a broken leg and arm; and a new kitchen set for the doll house, and a new trunkful of new clothes for the new dolly, and lots and lots of other nice things?" Gabrielle clapped her hands laughingly. "Tell St. Nicholas to bring everything," she cried. "And you, Peter," continued Mrs. Peterkins, "what do you want St. Nicholas to bring you?" Peter hung his head as Gabrielle looked at him out of her honest blue eyes. "Lots, mamma; lots," he replied; and as the carriage turned the corner of the road he shouted, "Corner lots!" He looked at the shocked Gabrielle and laughed merrily.

### III.

It was Christmas Eve, and the Peterkins family were seated around the dinner table; for Mr. Peterkins, who was a very active member of Change, took only a lunch downtown in the city at the noon hour. Papa Peterkins was radiant in a Tuxedo suit and black cravat; for the family were what is known as modish. He was rather a flashy dresser, this papa, and was fond of wearing diamonds on his immaculate shirt front and manicured fingers. He was in striking contrast with Mamma Peterkins, who was ever in good taste, and abhorred jewelry and perfumes; yet mamma enjoyed good clothes, too, of the modish and not conspicuous kind. She was pretty as a picture, was Mamma Peterkins, and her husband was proud of her. It being Christmas Eve, the dinner was more elaborate than usual. Norah was a Hibernian jewel of the kitchen, and well knew how to cook; for was not Mamma Peterkins famed as a teacher of the culinary art, having learned the same from her Kentucky mother—and who knows better how to tickle the palate than an old Kentucky housewife? The table was a dream of beauty in its table linen, china and bright silverware. Papa Peterkins sat at one end of the table, mamma at the other, and the

juvenile house of Peterkins on either hand. The merry rattle of knife and fork attested the consumption of several courses of the delicacies of the season. "Ha! ha!" observed Papa Peterkins, wiping his lips with a snowy napkin. "We had a jolly time at the office this afternoon. I gave all the clerks the usual ten-dollar gold piece, and the office boys a new fiver. I gave the typewriters—you know what nice girls they are," Mr. Peterkins looked up curiously—"each seven dollars. Ha, ha!"

"Why seven dollars?" queried Mrs. Peterkins.

"Well, you see, they could buy each a dress pattern and a pair of kids. Typewriters are never happy unless they have kid gloves to match their dresses." Mrs. Peterkins smiled. "Then," continued Papa Peterkins, "there were the draymen and porters, the shipping clerks and entry clerks, the scrub woman and night watchman—all a fiver apiece. Ha, ha! You should see how pleased they all were."

"I wish St. Nicholas would come every Fourth of July, too," said Peter Peterkins, with an infantile effort at sarcasm. He kicked at Gabrielle's feet under the table as he spoke; but his legs were not long enough to reach the small sister, who never noted the observation and went on nibbling her mince pie.

"My son," observed Papa Peterkins, "it is well Christmas comes but once a year, otherwise your father would be broken in the holiday give-away game."

The dinner in due course of time being ended, Mamma Peterkins said, "Now, darlings, you must go to bed very early to-night, for you know St. Nicholas has so many little children's stockings to fill, and he always wishes to find those to whom he intends to give presents fast asleep. Good children always sleep soundly on the night before Christmas."

Papa Peterkins rose from the table. "Now, children, do as mamma bids you. Run upstairs and go to bed at once. Peter, I saw you eat two big slices of that rich fruit cake, and you slipped another large piece into your pocket. Ha, ha, ha! You little rascal, give up that cake." He emptied Peter's pocket as he spoke.

"I always feel hungry Christmas Eve," said Peter, in a abashed and grieved tone.

"Yes, and you are never any other way any eve, Peter. I was once a small boy just like you, Peter." He picked his son up and kissed him. "Ha, ha! A good appetite is a true inheritance of the Peterkins family. Here, Gabrielle! Come and kiss papa good-night. Now both be good children, and as soon as you are in bed, snore loudly, and go sound asleep—just to give old St. Nicholas a chance—ha, ha, ha! a chance at those stockings." Papa Peterkins took a cigar from his pocket and lighted it, while Mamma Peterkins led the children upstairs.

#### IV.

The children were duly tucked in bed and warned to go to sleep, while Mamma Peterkins went back downstairs to join her husband, who was smoking in the library. No sooner was mamma gone than Peter sat up in bed and whispered, "Gabey! Oh, Gabey! Are you asleep?" Gabrielle, on the opposite side of the room, whispered back drowsily and rather impatiently, "Go to sleep, Peter; let me alone. I can not go to sleep when you talk." Peter gazed across the hearth to where the stockings were hanging from the mantel, and remarked scornfully, "Go to sleep, then. You are only a stupid little girl, anyhow!" The heavy breathing of Gabrielle evidenced the fact that she was already in the Land of Nod, all unheeding of Peter's personal remark. Peter, wearied at length, put his head down on the pillow, firmly resolved to do the deed of daring he had contemplated for several weeks past. The occasion was fitting, the hour had almost come when he would clearly determine whether St. Nicholas was myth or reality. He must have been two-thirds asleep, at least, for he imagined he heard some one gently enter the room and go out again. He glanced up suddenly with half open eyes. Yes, it was mamma. He saw her white-robed form softly fade in the doorway to the adjoining room, and heard the catch lock click gently after her. She had closed the entrance between the two rooms, and Peter heard his mother's and father's voices in a low but animated conversation in the front bed-

room. Finally their conversation was stilled, and a few moments later Peter heard the old familiar snore of papa's after he had eaten very heavy dinners. The boy had learned by observation that when papa ate much rich pastry and took several glasses of Burgundy, papa usually snored early and often. The clock on the mantel was sounding "click tock, click tock, click tock," in its monotonous, exact, soporific manner. The movement of the pendulum as it evens up on the racket, "click tock, click tock," is in itself enough to lull most healthy children to sleep. Peter Peterkins had closed his eyes, to be sure, but was keeping, so he thought, an intense vigil until such time as mamma and papa would be sound asleep. Once or twice (could it have been a dream, or a reality?) he fell into a semi-doze, only to awaken again with a sudden start. He heard the regular breathing of Gabrielle, and across the dimly-lighted room could see the tiny form of his sister snugly outlined under the eiderdown quilt. He sat up in his bed once or twice, and gazed at the chimney. There were no manifest signs of the presence of St. Nicholas. The stockings appeared unusually large, however. He heard his mamma sigh once or twice, and then heard the loud snore of papa in the next room. All was quiet now, "not a creature was stirring, not even a mouse." "Click tock, click tock!" went the clock on the mantel. There was a little agitation in Peter's mind now, also his stomach; for had he not partaken hugely of fruit cake at dinner? Now, there is a strong current of connection between an overloaded stomach and the brain—sometimes. It creates imagination in the latter. When the inevitable conflict between sugar, raisins, currants, turkey, lobster salad, ice cream and gastric juice arises, there is usually something doing in the upper as well as the lower stories of men's and boys' anatomies. Peter raised up again, or at least imagined he did. Sat up on the edge of the bed and silently and slowly put on his stockings, then all his other raiment. Taking his arctics and shoes in his hand, he slipped his sealskin cap on his head, then around his wicked little form he placed the very pride of his wardrobe,



his warm sealskin overcoat. Noiselessly he stepped to the door, quietly unbolted the latch, and he was out in the hallway. Softly he closed the door and breathed a long sigh or two of relief! for, like all children on such occasions of adventure, Peter had held his breath until he was suffering for oxygen. The hall was not dark. A bright moonlight from without afforded sufficient illumination to see all things very plainly.

Across the hall the boy went, opened another door, and closed it behind him. The rest was easy. The room from the back window opened on a lower roof, from which, by a short ladder, easy footing to the upper roof was obtained. He was out in the open air now. It was a glorious night. There was a good-sized moon and a myriad of bright, twinkling stars that peeped out in the sky. It must have been one of those nights when the stars sang together.

Peter crept behind the shadow of the tall upper chimney. "Now," he thought, "we will see whether there is any old St. Nicholas. Ha, ha! I'll give mamma and papa the laugh in the morning." (He had heard Malloney use this expression to the chambermaid, in speaking of Norah, the cook. Small boys with wealthy parents learn much from domestics. This by the way of excuse for our hero.)

The night was cold, and even in his sealskin Peter was growing a little chilly. "Nothing doing," he muttered, and had half a mind to retrace his footsteps and go to bed again. He almost wished he were in Gabrielle's place, sound asleep; but no, what was Gabrielle? Only a small, silly girl. And he? Why, *he* was a man. Peter gazed at the moon. Now, an English poet, known for his wicked verse, says, "There is mischief in the moon," or words to that effect; for no one has time to consult a dictionary of quotations while indulging in Christmas story telling. Be this as it may, Peter, while looking at the silvery orb of night, rather bewildered by Luna's rays, saw, wonderful to state, a huge shadow suddenly sweep down like a hawk on its quarry, and before he could say "Jack Robinson" the musical twinklings of numerous sleigh bells and the patter of reindeer hoofs re-

sounded on the roof. There, as plain as day, was St. Nicholas, just as described in the wonderful "Night Before Christmas," even to the little round stomach and the pipe in his mouth. Peter smelled the aroma of the tobacco smoke, and "maybe this is no lie?" Yes, and he was "dressed all in fur, from his head to his foot. (The poet said "foot" in place of "feet," so as to make a rhyme with "soot.")

Peter was filled with wonder and awe as he saw the saint of Christmas jump up to the very top of the Chimney like a jack in the box, and then, just as rapidly, disappear down the flue. He must be down in the room with Gabrielle, filling the stocking. Now was the chance of Peter's life. The clock in the new church tower was sounding the hour of midnight. To think, with Peter, was to act. There stood the sleigh full of toys, with the eight tiny reindeer, just waiting for a driver. It was the greatest chance that any boy ever had to steal a ride. "He sprung to the sleigh, to the team gave a whistle." Well, the way the team went was far faster than the down from any thistle Peter had ever seen flash in midair. Talk of flying machines or automobiles! The speed was something frightful. Peter let go the reins and fell into the back part of the sleigh, on top of the drums, fifes, whistles, horns. "Boom, boom, boom!" went the hundreds of small drums. "Psit, psit, psit!" went the dozens of fifes. "Roar, roar, roar!" went the deep-toned whistles. "Whoo, whoo, whoo!" resounded the megaphonic clarion horns. "Toot, toot, toot! Tra-la, tra-la! Whee, whee, whee!" What an awful pandemonium reigned in the moonlight night. Up, up, up! swifter and higher. Peter strove in vain to rise from the surrounding mass of resounding toys; doll babies, talking and crying, flying out of the sleigh toward the glimpses of the moon; Dresden china dolls, Paris wax dolls, London rag babies, even the dollies opened their eyes in amusement at the screaming. Jumping Jacks hopped from their boxes, monkey Jacks climbed up their sticks in every possible direction, candy canes, bonbons, chocolate drops, snaps, snap dragons, peppermint candy, sugar kisses and marshmallows—a shower of confections like an

April shower at all angles. Noah's ark, full of camels, elephants, lions, tigers, goats, cows, horses, sheep, cats, dogs, with a host of Noah's Shems, Hams and Japhets burst open and fell in the depths beneath. Sky rockets fizzled, Roman candles spluttered, pin wheels revolved, big bomb crackers and little Chinese crackers banged and cracked in an awful mixup of red light and golden stars. Onward, onward, and ever upward toward the moon flew the skeptical Peter (now convinced) and the sleigh of St. Nicholas. Green snakes, red tin alligators, clockwork mice and rats ran around Peter's feet, while puffing little tin locomotives strove to climb up the inside of Peter's pants, a great hard lump of gingerbread hit him in the stomach, while a huge bunch of whips and rattan cut a tatoo in Peter's back. Oh! it was frightful. The pain in the back and stomach was unendurable! "Help, help, help! Mamma! Save me! Save me!" yelled Peter.

## V.

It was Christmas morning, and Peter suddenly awoke. The bright sun was shining in at the window. "Merry Christmas! my little boy," said the soft voice of his gentle little mother, who kissed him as only a young mother can kiss a little boy in the morning. Kisses of the kind that men, old and gray, often dream of in years long after, when the mother has passed far beyond the eternal stars, like Dickens' beautiful story of the child and the star.

"Merry Christmas, Peter!" said his father, shaking him by the shoulder. "But the next time you scare us half to death with your nightmare from eating too much plum cake and mince pie—why"—

Mrs. Peterkins put her hand softly over her husband's mouth and looked up imploringly, as she whispered in his ear. "Do not tell him. Don't let him know he was so sick that we had to send for the doctor."

"Well, well!" retorted Mr. Peterkins; "I will leave you and go down stairs for breakfast. Ho, ho! Ha, ha! Ipecac and castor oil; a nice Christmas gift!"

Mrs. Peterkins took her teasing husband and pushed him out of the door. Gabrielle sat on the floor, playing quietly with her dolls and other pretty presents, ever and anon casting a curious glance at Peter. Mrs. Peterkins presently lifted Peter up and placed a shawl around his neck. "There," she remarked to Gabrielle, "you remain here with Peter and show him all the fine gifts St. Nicholas has brought him." She left the room as she finished. Gabrielle looked at Peter inquiringly, and then observed, "Petey, did you see him?" Peter put his finger to his lips as a sign of silence, then replied, "I had the time of my life. Saw the old man slide down the chimney, got into his sleigh, and the reindeer ran off faster than Mayor Foster's seventy-mile-an-hour automobile."

Gabrielle rose and came close to the bed, and throwing her arms around him, whispered, "I thought you said you did not believe in him?"

Peter hung his head in a shamefaced way, and then answered in a dignified manner. "Yes, but seein's believin', you bet your sweet life." (He had heard Malloney make this observation to the dining-room girl, when the former caught the latter kissing the gardener.)

Gabrielle sighed deeply, and again asked, seriously, "Did you really see St. Nicholas, Petey?"

"Sure as any schoolteacher owns a rat-tan."

"Then it must be true," said Gabrielle, uneasily.

Needless to add that Peter's conversion to the St. Nicholas theory endured for several years thereafter.



## The Old Forsaken School House.

|  |  |
|--|--|
| <p>They've left the school-house, Charlie, where years ago we sat<br/>         And shot our paper bullets at the master's time-worn hat;<br/>         The hook is gone on which it hung, the master sleepeth now<br/>         Where school-boy tricks can never cast a shadow o'er his brow.</p> | <p>Our sweethearts, pretty girls were they—to us how very dear—<br/>         Bow down your head with me, my boy, and shed for them a tear;<br/>         With them the earthly school is out; each lovely maid now stands<br/>         Before the one Great Master, in the house not made with hands.</p> |
|--|--|

|   |  |
|---|--|
| <p>They've built a new, imposing one—the pride of all the town,<br/>         And laughing lads and lassies go its broad steps up and down;<br/>         A tower crowns its summit, with a new, a monster bell,<br/>         That youthful ears, in distant homes, may hear its music swell.</p> | <p>You tell me you are far out west, a lawyer deep in laws,<br/>         With Joe who sat behind us here and tickled us with straws;<br/>         Look out for number one, boys; may wealth come at your touch,<br/>         But with your long, strong legal straws, don't tickle men too much.</p> |
|---|--|

|  |   |
|--|---|
| <p>I'm sitting in the old one, with its battered hinge-less door;<br/>         The windows are all broken, and the stones lie on the floor;<br/>         I, alone, of all the merry boys that romped and studied here,<br/>         Remain to see it battered up and left so lone and drear.</p> | <p>Here, to the right, sat Jimmy Jones—you must remember Jim—<br/>         He's teaching now, and punishing, as master punished him;<br/>         What an unlucky lad he was? His sky was dark with woes;<br/>         Whoever did the dinning, it was Jim who got the blows.</p> |
|--|---|

|  |   |
|--|---|
| <p>I'm sitting on the same old bench where we sat side by side<br/>         And carved our names upon the bench when not by master eyed;<br/>         Since then a dozen boys have sought their great skill to display,<br/>         And like the foot-prints on the sand, our names have passed away.</p> | <p>Those days are all gone by, my boys; life's hills we're going down,<br/>         With here and there a silver hair amid the school-boy brown;<br/>         But memory can never die; so we'll talk o'er the joys<br/>         We shared together, in this house, when you and I were boys.</p> |
|--|---|

|   |   |
|---|---|
| <p>'Twas here we learned to conjugate "amo, amas, amat,"<br/>         While glances from the lassies made our hearts go pit-a-pat;<br/>         'Twas here we fell in love, you know, with girls who looked us through—<br/>         Yours with her piercing eyes of black, and mine with eyes of blue.</p> | <p>Though ruthless hands may tear it down—this lone house, old and drear—<br/>         They'll not destroy the characters that started out from here;<br/>         Time's angry waves may sweep the shore and wash out all beside—<br/>         Bright as the stars that shine above, they shall for aye abide.</p> |
|---|---|

I've seen the new house, Charlie, 'tis the pride of  
 all the town,  
 And laughing lads and lassies go its broad steps  
 up and down;  
 But you nor I, my dear old friend, can't love it  
 half so well  
 As this condemned, forsaken one, with cracked  
 and tongueless bell.

—John H. Yates.

# THE FIRESIDE

This Department is open to all women friends of the Brotherhood.

## One Christmas.

It was Christmas Eve, eighteen hundred and ninety-four. There had been a light flurry of snow, just enough to smooth down the rough ground. The air was clear and cold and the sky was literally paved with stars. The moon was not due until eleven o'clock. The wind blew and made a weird murmuring through the leafless branches of the trees. Along the stone walls between many of the fields, tall, sombre cedar trees swayed to and fro in the wind, shaking from their branches the powder-like snow which had fallen on them.

It was an ideal Christmas Eve, and here and there could be seen bright lights flashing from the windows of cheery farm houses. In one of these farm houses, a woman sat in a rocking chair before the glowing fire and rocked her two-year-old child to sleep. By her side and with her arm resting on the rocker, stood a girl about ten years old. At the mother's feet sat two big boys, or at least the one was a boy, for one was sixteen and the other nearly twenty.

You say they were too big to be called boys? John, the elder of the two, would tell you that he would always be mother's boy. The two boys were roasting chestnuts and eating popcorn just like small children. In fact, they seemed to enjoy it more than their younger sister. As they sat together enjoying themselves, John picked out a handful of butternuts and reached them out to his mother. She shook her head wearily and never so much as removed her gaze from the glowing log before her.

If some one had struck the young man a blow, it would not have come more unexpectedly than his mother's act. He knew his mother liked butternuts and he had picked them out so carefully and now she refused them and without so much as a glance of thanks for his pains. "Mother," he said, a frown gathering in spite of his trembling lip, "can't you stop thinking awhile and give your attention to your children? Help us to be happy, won't you?"

"How can I be happy," she replied. "You know what I am thinking about. Do you know where your father is tonight? Is he warm and comfortable? Is he happy?"

"That is nothing to me," replied the boy with a toss of his head. "If he had acted the man instead of the drunken brute, if he had done his

duty as husband and father, he might have been here tonight instead of staggering around some dingy saloon with the filth, and vice of the city. He chose such companions in preference to wife and children and let him go."

The girl standing by the rocking chair drew nearer to her mother's side and Robert, the younger, laid his hand on John's arm. This was a sore subject and the younger children were always afraid when John talked in the tone of voice he was using now.

The mother, too, seemed aroused and sitting up in her chair, she said, "John, I forbid you ever to speak of your father in such a manner again. Do you understand?"

"Certainly," replied John. "I understand you but I shall always speak the truth. You know that father is leading the life of a gambler. What reason have you to protect his wickedness?"

"My son, he is my husband and your father, and you shall not speak ill of him," replied the mother, her face flushed, her eyes flashing.

"Well, we will let that go," said John, "but why don't you appreciate our efforts to make you happy? We work hard for you day after day, and do everything to make you comfortable; all the thanks we get is indifference."

"Will you talk to me of duty?" she asked.

"Will you dictate to your mother?"

"No, no," replied John, "but do try to think of us a little, won't you?"

"Think of you and be happy when you have driven from home my husband and your father? Can you ask that?"

The mother spoke quickly and with much feeling.

"What, mother, I drove father from home?" cried John, springing to his feet.

"Certainly," replied his mother. "What else did you do? You talked and found fault until he left. Ah, sir," she said as she lifted her finger. "you have a lesson to learn and the sooner the better."

"Mother," cried the boy, burning tears running down his cheeks, "I'll go now. I'll learn the lesson tonight."

"Very well," she answered, apparently indifferent to his emotion.

John put on his hat and coat and walked to the door.

"Good-bye, mother," he said huskily.

"Good-bye," she answered, and he was gone.

"Mother," cried Robert, "what *have* you done?" "God knows. I don't," she answered.

"Shall I call him back?" persisted the boy.

"If you like," she answered wearily. Robert went to the door and called several times. Receiving no answer, he went out and hurried along the lane, calling as he went. He reached the road and stopped to call loudly. He could neither hear nor see anything of anyone and went back into the house. Thus ended one unhappy Christmas Eve and who shall say *who* was to blame?

\* \* \* \* \*

It was just a quarter of twelve. In the light of a dirty saloon, men played cards and drank beer, laughed and shouted in their drunken revelry. Suddenly the door is opened and a young man steps in the saloon. It is John. It appears he had walked to the station about two miles from home, and there boarded a passing freight train. By this means, he had reached a little town about twenty miles distant.

Here he alighted from the train and walked up the main street of the town. Coming in front of a saloon, he stopped and listened. Should he go in? Maybe his father was there. Besides, it didn't make any difference whether he went or not. Nobody cared, so he went in.

At first he was blinded by the smoke, but tried not to let it be noticed and looked searchingly from man to man. His father was not there, and he was about to go out again when the landlord advanced toward him with smiling face and said, "Pretty cold night. Won't you have a drink to warm up? Here," he said, going behind the bar, "take a Christmas drink with me."

John was about to say "No,"—and there came the thought, "What harm can one drink do?" so he said, "Certainly," as he stepped to the bar. Oh, the harm of that one drink. One drink after another was taken and before John knew it, he didn't know anything. It must have been about three o'clock when he came to himself. He was stretched out on the dirty floor and near him were two other men snoring loudly in their drunken sleep.

Like a flash the truth came to him. He had been intoxicated. He passed his hand down his vest. His watch was gone! Feeling in his pockets, he found his money had also disappeared! Completely overcome with shame and despair, he rolled over on the dirty floor and rested his aching head in his arms. He thought he heard some one laugh, but he didn't raise his head to see.

The door opened and a man entered. The landlord said, "Hello, pard, ain't seen yer in over three months. What's up? Have a drink? You won't! Ha! Ha!"

The man replied, "I am not going to drink any more. Here's a little bill I owe you and it's the last. I'm going home tomorrow."

For just one breathless second John raised his head and looked at the speaker. Oh, God pity him! It was his father! His head dropped like lead and everything seemed suddenly confused

and darkened. Suppose, oh, suppose, his father should recognize him!

The speaker came near to John and gave him a pitying glance. Turning to the landlord he said, "Another innocent falling into your clutches, eh?"

"No sarcastic remarks," replied the landlord. "If you are too highly bred for this place, get out."

"Oh, very well, I will go, gladly," replied the man.

For a moment John thought his heart had stopped. Cold perspiration broke out on him and a nervous fear of someone or something seemed to fill him until he trembled from head to foot. What was he to do? What should he do?

Suddenly a devil seemed to take hold of him. He sprang to his feet and rushed behind the bar. Grasping the landlord by the throat, he hissed between his teeth, "Give me my watch and my money."

"I know nothing about them," replied the landlord utterly at loss what to say. One glance at the infuriated John told him there would be no fooling. The grip on his throat told him he was no match for this giant and his eyes opened wide with fright. John tightened his grasp and hissed again, "My money! My watch!" The landlord pointed to a drawer and still holding his grip, John opened the drawer, and took his watch and money. After shaking the landlord until he was nearly senseless, John left the saloon. For two hours he paced the gloomy streets trying to collect his thoughts while Christmas Day slowly dawned on the slumbering world. At breakfast time, he entered a restaurant but with a gesture of despair he arose from the table and left the food untasted. He sought a room for the day and brushed his clothes and did everything he could to erase the memory of last night, but in vain. It was burned on his brain never to be erased. About nine o'clock Christmas night he reached home and at sight of the light in the window, his heart throbbed with mingled pain and pleasure. With breathless haste, he made his way to the house but at the door his courage failed him. He retraced his steps to the window and cautiously peered in at those inside. They were all seated around the fire-place and there, too, sat his father talking earnestly. He caught these words: "It's terrible. I went in this morning to settle up a bill and there on the dirty floor was a young man stretched out asleep. He was well dressed and must have had money, but I'll bet when he came to his senses, he didn't have a cent."

John saw his mother's face grow white, her lips trembled and in faltering tones he heard her say, "Joe, might it, could it, have been our boy?"

"Ah no," replied his father with a proud lift of his head, "John is too much of a man for that."

John could listen to no more. Pressing his hands to his burning and throbbing head he muttered, "I'm too much of a man for that, am I? Would

that I could die so mother need not know what I have done!" He felt so sorry and so ashamed. He was weak and his limbs trembled, threatening to give way under him. A gentle voice seemed to whisper, "Father, I have sinned and am"—and John was at the door. With one last effort he pushed it open. His mother turned with a cry of joy and his father rose up quickly and advanced a step or two toward him. John heeded neither but with a low cry as one who is injured, fell senseless at their feet.

A long sickness followed, weeks of raging fever and delirium in which John rehearsed again and again the events of that Christmas Eve. Over and over again he would moan, "Mother, I have learned the lesson!" One bright morning, the doctor informed them that the fever was gone and that John was safe. The mother knelt and prayed, "God forgive us both. I needed a lesson as well as my son."

Just then the invalid stirred and murmured. "Mother, I have learned the lesson." The mother glanced quickly at him and saw with joy that he was himself again. Stooping over him, she asked gently, "What is it that you have learned, my son?"

Smiling feebly, he answered, "Let him that thinketh he standeth, take heed lest he fall." Then the weary eyelids closed in a peaceful, restful sleep unknown to them for weeks.

L. W., BRAKEMAN'S DAUGHTER.

Protection No. 2.

### A Page From The Book Of Life.

We found a lifeless body, when the morning yet was gray;  
By the side of the track, face downward, in a huddled heap it lay.  
None saw his soul in its passing, save the millions of twinkling stars:  
Ah, well! It was only a hobo who had fallen between the cars.  
Only an illustration of life and its darker side;  
Only a finger pointing to Eternity's river wide;  
Only a silent reminder that our life is but a span—  
That, soon or late, death cometh to each and every man.  
A man who was new on the forces murmured pityingly, "Poor cuss!"  
But we uttered no word of sorrow, for 'twas nothing new to us.  
We searched through the dead man's pockets, but of written word or line,  
Giving name or place of dwelling, we found no slightest sign.  
And these were his sole possessions—I shall name them all to you:  
A loaded revolver, an empty flask, a pipe, and a match or two;  
A bit of tobacco, a pack of cards, soiled and with edges frayed;  
A key that was bent and twisted, and a knife with a broken blade.

And that was all. Ah, no! Not quite. In a pocket next his breast  
We found what must have been to him more dear than all the rest.  
It was only a little picture of a fair-haired, laughing lad.  
And on the back, in a childish hand, were written the words, "To Dad."  
What was the dead man's story? Only the angels can tell.  
We know not whether he lived his life in a manner ill or well.  
We know not the lives he may have wrecked, or the souls he may have saved—  
If he played the man in the battle of life, or slept in a coward's grave.  
We know not the blessings he may have breathed, or the oaths he may have hurled,  
But we know that he was a failure, in the eyes of the great blind world.  
But 'tis only the Father in Heaven who can judge aright, for He  
Looks into the heart of the man himself, and sees what we cannot see.  
But whatever his virtues or vices, the man with a baby's love  
Is safe, for the prayer of a little child goes far with the Powers above.  
And never a prayer more earnest than the prayer in that baby's eyes,  
And in the simple words, "To Dad," a world of meaning lies.  
I know not the wanderer's story, nor how his life he passed,  
But this I know: That his soul has found its resting place at last.

MISS LYDIA M. DUNHAM,  
Lehigh Tannery, Pa.

### Number 238.

Once more our Brotherhood JOURNAL appears, and finds us looking forward to the New Year of 1908, and I suppose we are all anticipating great realizations for this year. Undoubtedly you have lost a good many members during the last year, some have transferred to other lodges, others have moved away, and then again fate has crept in upon us and laid to rest many a dear brother.

Now, let the members of Pioneer Lodge No. 238 be untiring in their efforts to have this a banner year. Take a keen interest in your lodge and add new members, let the words of cheer and good will be an inspiration to you. With the close of the past year, you cannot help but feel that your lodge has been a success and also that you are confronted by the new year, which means a wider field of labor and so let each member give his undivided support to your organization. I hardly think the interest that should have prevailed among the members in the past year has been manifested, so in the future seek for better attendance and then you will find success the outcome of your meetings. Consider the word Brotherhood as one that opens the heart and makes the mind alert. It opens the way to evolution and

means simply an appeal to selfishness. It can also mean the development of the few, to the demoralization of the many, but in the end there can be no real brotherhood without love.

Brotherhood is, in its best efforts, securing better conditions for the individuals who toil and suffer day after day, on a level so low, that few ever hear their cry.

Organized labor is strong in the defense of those who may need its help. If you are an officer in your lodge don't think you are a little better than "So and So," just because you happened to get it and he didn't. One of the most valuable qualities a lodge officer can have is the love, respect and affection of the men who work under him. You will find it a quality that can be relied on, in all times of emergency and one that pays double when it is relied upon.

Treat the men under you fairly and do not impose upon them. It is better to have the good will, friendship and confidence of your men than anything else you could possess. We consider the practice of "Brotherhood" an absolute necessity for the equipment of all lodges.

I wish all readers of the B. of R. T. JOURNAL A Merry Christmas and a bright, prosperous New Year.

MRS. JAMES KENDRICK,  
Merrick, Mass.

### Buffalo, N. Y.

In looking over the TRAINMEN'S JOURNAL, we seldom ever see a line from a member of the L. A. to B. of R. T., so I will communicate with all friends interested in the Ladies' Auxiliary. Like the Irish woman, who said her son Dan was the finest man in town, I think that No. 314 is one of the finest lodges in the Auxiliary.

During our three years of life, the older members have never lost interest in the lodge which serves to draw younger members to the Order, and in whom there is a sparkle of life, sincerity and good fellowship. The wise woman will recognize no one as an enemy, so if a sister hurts her feelings by word or deed, never use the expression "I will get even with her," for there is only one way you can deal with her. You may pay her, as we say, "In her own coin," but if you do this both of you will suffer by it. You can show yourself the true sister by giving kindness for ill treatment, and so "get even" with her by showing yourself in a true, sisterly spirit.

Remember that you can never help another without the very act helping you. Every brother in the B. of R. T. can honestly and in good faith commend the L. A. to B. of R. T. to his mother, wife and sister because it is wholly deserving. Since its organization at Fort Gratiot, Michigan, January 23d, 1889, it has shown a safe and rapid growth in members and financial conditions.

Yours in sisterly love,

MRS. ANNIE SHELLY,  
Mistress Lodge No. 314.

### The Return.

It is twilight; the mingling shadows enhance  
With soft gray the flames as they languidly dance,  
As they flare red and fitfully smother;  
While I loll with my arm round an old-fashioned  
waist,

I reflect there is no one by fair fashion graced,  
Who can quite take the place of old mother.  
We know the full value of hours heart to heart,  
As for long years and weary we've lived far apart.

—Anon.

### I Dunno.

I never did do nothin' that wuzent on the square;  
I never cheated orphans or widows, plain or fair;  
I guess I'm pretty honest, as honest people go—  
I guess so, I dunno.

I never tried to rob no one nigh anywhere my  
size;  
I wouldn't try to swindle a man before his eyes,  
But if it wuz a woman and she had lots of  
dough—

I dunno, I dunno.

I wouldn't steal a turkey, ner ham, ner settin'  
hen;

I wouldn't take a dollar or two, or mebbe ten,  
But if it wuz a million and I had half a show—  
I dunno, mebbe so.

—Dagdash.

### Statement Of Claims.

Port Huron, Mich., Nov. 1, 1907.

|                              |              |
|------------------------------|--------------|
| Previously paid .....        | \$311,665.58 |
| Paid since last report ..... | None.        |
| Total .....                  | \$311,665.58 |

#### Deaths Since Last Report.

Lucretia Pavey, of Lodge No. 252, died Sept. 28, 1907.

Catherine Conklin, of Lodge No. 2, died Sept. 30, 1907.

Clyde Sharp, of Lodge No. 230, died Oct. 2, 1907.

Mary Brittan, of Lodge No. 18, died Oct. 2, 1907.

May E. Wright, of Lodge No. 255, died Oct. 8, 1907.

Edna E. Baker, of Lodge No. 25, died Oct. 9, 1907.

Bertha Thetford, of Lodge No. 28, died Oct. 13, 1907.

Annie Arnold, of Lodge No. 157, died Oct. 16, 1907.

Miranda P. Cully, of Lodge No. 309, died Oct. 15, 1907.

Olga Gordon, of Lodge No. 233, died Oct. 20, 1907.

Susan Prescott, of Lodge No. 183, died Oct. 21, 1907.

AMY A. DOWNING.

# PLEASANTRIES

Editing a newspaper is a nice thing. If we publish jokes, people say we are rattle-brained. If we don't, we are fossils. If we publish original matter they say we don't give them enough selections. If we give them selections they say we are too lazy to write.

If we don't go to church we are heathens. If we do go we are hypocrites. If we remain at the office we ought to be out looking for news items. If we go out then we are not attending to business. If we wear old clothes they laugh at us. If we wear good clothes they say we have a pull.

Now, what are we to do?

Just as likely as not some one will say that we stole this from an exchange. So we did.—*McCune (Kansas) Herald.*

The Peavine *Palladium* has been stealing some more of our editorials and running them in its own dirty columns as if they were original.

When we get so hard up that we can't think of anything to write about and have to fall back on some other man's brains we'll be dumsquizzled if we ever steal from the editor of the Peavine *Palladium*.

He ain't got an original idea to save his life, and we'll bet him a gallon of good sorghum molasses against his printing-office, which consists of a cider press and a box of shoe-pegs, that he don't know what a palladium is.

If a palladium was to come into the shanty he calls his office (?) and hit him in the eye he wouldn't know what struck him. Now steal some more editorials from us, will you, you walleyed pike.—*Hickory Ridge Missourian.*

A school teacher on the Lower East Side in New York, a few years ago, read the story of Aladdin's Lamp to her charges. The next day she requested them to write the story for her. Chimmie Flynn, however, had been absent the previous day, and had not heard the story. But with the craftiness of the gamin, he did not intend to display his ignorance, and accordingly wrote the following: "Aladun wuz a guy what hung out down in Baxter St. he sold wuxtras and shooted craps. his old man wuznt no good and his ma licked him orful. so Aladun, he beat it. he could fite to, and one day he got in a scrap wid a dago cause the dago wonned all his coin shootin craps. he knocked the tar outen the dago but a nother dago screwed in and handed him a packidge on the left surch lite. bout a hour frum then he had a peach of a mouse there and when his old man sees him he says whats the matter and Aladun says I fell and hit the curb, you lie says the old man. you been fitin and somebody put your lite out. cummere till I make it to, and thats the story of Aladun and his lamp."—*The Rail-roader.*

F. Hopkinson Smith, painter, author, engineer and professional optimist, tells a story showing that Boston boys of the street are like all other boys. He overheard a conversation between two youngsters selling newspapers. "Say, Harry, w'at's de best way to teach a girl how to swim?" asked the younger one. "Dat's a cinch. First off you puts your left arm around her waist and you gently takes her left hand"—"Com off; she's me sister." "Aw, push her off de dock."



The superintendent of a Western railway while recently on a tour of inspection of his division made the trip in the cab of an engine with the engineer, instead of in a special car, as is usually done.

The superintendent had observed that the steam-gauge registered only fifty pounds of steam. Continuing to watch the indicator, the superintendent saw that at the top of a hill the instrument indicated a decrease in the pressure to about thirty-five pounds. It at once occurred to him that the engineer was not as careful as he might be, and he was fearful lest the engine should be stalled on the hill. So, suddenly turning to the engineer, he said:

"Why are you carrying only thirty-five pounds of steam? The regulations call for at least one hundred. You won't be able to get up the next hill."

The engineer smiled. "Oh," said he, "we have more steam than that."

"The indicator shows only thirty-five pounds."

"Well, sir," responded the engineer, as he "let her out" a notch on the down grade, "that's the second time around."—*Ex.*

A servant at a well-known gentleman's house much astonished the family minister, who had called to make inquiries on the occasion of the birth of a child.

"Is it a boy?"

"No, sir."

"Oh! a girl?"

"No, sir."

The inquirer gasped, and the servant continued with dignity:

"Madam has given birth to an heir."—*Sketch.*

Representative McNary, of Boston, and Representative Madden, of Illinois, were discussing the traits of character of the Irish. "I went to call on a constituent of mine," said Mr. Madden, "to see a new baby. I found the youngster all battered up, black and blue in spots. 'What's the matter with him?' I asked.

"'Oh, nothing,' answered his mother. 'You see he was christened yesterday, and while his daddy was holding him the six o'clock whistle blew.'"—*Pittsburg Dispatch.*

Patrick, lately over, was working in the yards of a railroad. One day he happened to be in the yard office when the force was out. The telephone rang very vigorously several times, and he at last decided it ought to be answered. He walked over to the instrument, took down the receiver and put his mouth to the transmitter, just as he had seen others do.

"Hillo!" he called.

"Hello!" answered the voice at the other end of the line. "It this eight-six-one-five-nine?"

"Aw, g'wan! Phwat d'ye think oi am—a box car?"

The presiding elder once happened into the Sunday school room in a certain church not far from St. Louis, and was invited by the superintendent, a very pious man, to question the scholars.

After asking several questions he turned to one little fellow and asked, "Who was the father of Zebedee's children?" The boy much confused, made no reply, and the question was repeated, but without result.

"Come," said the elder, "you can surely answer that." Then, pointing to the superintendent, "Who is that man?"

"Deacon Smith," replied the boy.

"Well, who is the father of Deacon Smith's children?"

"Deacon Smith."

"Yes, and if Deacon Smith is the father of Deacon Smith's children, who was the father of Zebedee's children?"

The youngster could hardly wait till the question was ended before he shouted triumphantly.

"Deacon Smith."—*Judge.*

A country jay is one who wants to know everything, and a city jay is one who thinks he can tell him.—*Mankato (Kansas) Advocate.*

While it was raining Friday we saw a number of persons going around in their shirt-sleeves as though nothing was happening. It had not rained here for so long that they did not know whether they would get wet or not until they tried it—*Ray County (Missouri) Review.*

# TRAIN RULES AND KINDRED SUBJECTS

Send all inquiries to H. A. Dalby, Naugatuck, Conn.

## Orders For The Superior Train.

**RULE 212.**—A train order may, when so directed by the train dispatcher, be acknowledged without repeating, by the operator responding: "X; (Number of Train Order) to (Train Number)," with the operator's initials and office signal. The operator must then write on the order his initials and the time.

**RULE 213.**—"Complete" must not be given to a train order for delivery to an inferior train until the order has been repeated or the "X" response sent by the operator who receives the order for the superior train.

**RULE 214.**—When a train order has been repeated or "X" response sent, and before "complete" has been given, the order must be treated as a holding order for the train addressed, but must not be otherwise acted on until "complete" has been given.

If the line fail before an office has repeated an order or has sent the "X" response, the order at that office is of no effect and must be there treated as if it had not been sent.

**RULE 219 (OLD).**—Unless otherwise directed, an operator must not repeat or give the "X" response to a train order for a train, the engine of which has passed his train-order signal, until he has ascertained that the conductor and engineman have been notified that he has orders for them.

**RULE 219 (NEW).**—Unless otherwise directed, an operator must not repeat or give the "X" response to a train order for a train which has been cleared or of which the engine has passed his train-order signal until he has obtained the signatures of the conductor and engineman to the order.

The above rules are grouped together in this lesson for the reason that they all have

a bearing on the same general subject, that of holding a train for which orders have been sent, with especial reference to obtaining a hold on the superior train before allowing the inferior train to use the order. The latter requirement is, of course, the first and most important principle in the movement of trains on single track. The first three rules of this group are the same in both the old and new forms of the Code, but there is a change in the last one, as indicated.

As has been explained in Rule 208, an order is sent to all trains affected at the same time, two or more offices usually copying as the dispatcher sends it. Ordinarily the operator who is to hold the train whose rights are to be restricted repeats the order first, or if more than one office is to hold a superior train they each repeat the order before those who are holding inferior trains. It is frequently necessary for the dispatcher to get the order ready for the inferior train or trains as soon as possible and to wait for the operator who is holding the superior train to repeat it would cause a considerable delay, so the "X" response is used as prescribed by Rule 212. The repetition of an order constitutes a pledge from the operator to hold the train to whom the order is addressed, but when the repetition is omitted the "X" response accomplishes the "hold" and the dispatcher may then complete the order to the inferior train, taking the repetition at his leisure.

On the printed blanks for train orders will be found a space for the time that the "X" response was given and for the name or initials of the operator giving it. As the "X" is not used in every case these spaces

need not be filled if it is not used. All other spaces on the blank should be filled out and conductors and enginemen should see that this is properly done on the copies they receive.

Since the operator pledges himself by the "X" or the repetition of an order to hold the train for which it is intended it naturally follows that he must know that he can hold it before giving this pledge. If the train has not arrived he is safe in doing so, but if it is already at his station he must, if necessary, take such extra precaution as to make sure that it will not get away from him. If the train order signal stood in the stop position when the train came in sight and the engine has not passed it, he may safely assume that the train is held, but if the circumstances are any different from this he must make sure of his hold on the train before "Xing" or repeating the order. If the engine has not passed the signal, yet the signal has at some time in the view of the engineman shown "proceed," it would hardly be safe to assume that it would not go. If the signal had been at "stop" all the time but the engine had passed it, it would be well even then to take further precaution. If the rules provide for the delivery of a clearance card and the engineman has been given one, the operator should take back his clearance card before pledging himself to hold the train. If clearance cards are not used the provisions of Rule 219 should be called into use and the signature of conductor and engineman obtained on the order before "Xing" or repeating it. If this becomes necessary it should be understood that it is of the utmost importance to obtain the signature of the engineman. The signature of the conductor might do, providing there were no misunderstandings between him and the engineman, but engines have been known to leave a station without the conductor, either by mistake or possibly to go to some distant point within the station, which movement might be contrary to the requirements of the order about to be issued. There may be times when the signature of only the engineman will suffice to hold the train, but, generally speaking, it is best to comply fully with the rule, as it is indeed, in the case of every rule.

It is well to note here the difference between the old and new forms of Rule 219. The old rule merely requires the operator to "ascertain" if the conductor and engineman have been notified that they are to be held, while the new one specifies that they are to sign the order. The old rule might be fulfilled by a verbal notice from the operator or by sending word to them by some other person, but if a misunderstanding should occur it might be very hard to locate the blame. To any who may be working under this old rule at the present time we would say that it is advisable to follow out the instructions of the new rule, as that is the only really safe means of accomplishing the desired result. Verbal instructions or agreements are not usually worth much if a misunderstanding occurs.

Rule 214 makes provision for possible wire failure during the handling of a train order. It provides that if the order has been repeated or the "X" response given it shall be considered as a regular order and must be delivered in the usual way, even though it may be necessary to hold the train to obtain "complete" from the dispatcher. If the operator has not given the "X" response and has not repeated the order in full he may destroy it rather than cause delay to the train. If he only partially repeats it the effect is the same as though he had not begun. He may treat it as though it had never been sent.

This matter of holding a train to get "complete" in case of wire failure has caused considerable discussion at times, but we see no escape from the plain wording of the rule. It has happened, for instance, that a superior train has been held and a meeting point made with another train at the station where the order was issued. The opposing train has arrived, but as the wire is open the order cannot be completed, although it has been fulfilled. Or, if an order were issued to an inferior train giving it help to the next station against a superior train, possibly it could make the station without any help and the rule would prevent its moving at all. A train may be given an order to wait until a certain time for another train and the time may expire while the wire is still in trouble. The question

has been asked, and very naturally, if the operator cannot either destroy the order or complete it and allow the train to proceed. This course would seem natural, but the makers of the Standard Code have never sanctioned it and we have never heard of any road changing its rules to conform to the suggestion. There is but one course to pursue and that is to hold the train until complete can be obtained from the dispatcher.

There are but two conditions that would justify destroying an order that has been "Xed" or repeated; one is in case the other train becomes twelve hours late and the other if an order were obtained authorizing the annulment of its schedule. Such an order could of course only be obtained from some other train which might happen to have it. Aside from these developments Rule 214 must be adhered to.

There is a practice which is employed to a limited extent which sometimes relieves such a situation and we believe it was authorized by rule on one road, though perhaps only one, and that is for the dispatcher to tell the operator that if the wire should fail he may make the order complete on obtaining the signatures. This has been done in many cases and saved delay, but it involves a violation of the rules inasmuch as the dispatcher does not complete the order but only tells the operator he may do it at some future time and under certain conditions. Some officers claim this is an improper procedure, but that the dispatcher may send "complete" in the regular way if he anticipates that there may be trouble on the wire, instructing the operator to have the order properly signed, but this is also a violation of the rules, as Rule 210 requires the order to be signed before it can be completed. In the absence of definite instructions by rule we see no legitimate means of overcoming possible delays arising from the operation of Rule 214.

There is a way of handling train orders that will avoid contingencies such as we mention, but it is radically different from the Standard Code. With it the dispatcher makes every order complete as soon as it is properly repeated. Where this method is used the conductor's name is not sent to the

dispatcher, the operator being solely responsible for seeing that the order is properly signed and delivered. Aside from overcoming the difficulties incident to wire failure this method has other commendable features. It is used, however, on but few roads.

### QUESTIONS.

207.—"We have an argument concerning 19 and 31 orders. Some claim that a 19 order is of no use to meet an opposing train on single track and that nothing but a 31 order should be used, but it could be used in getting time ahead of a train. Would you kindly advise and give us full particulars about both a 19 and a 31 order, where and how they should be used?"—T. J. E.

ANSWER.—The Standard Code does not specify how each form of order should be used and it never has. It has been the general custom, however, to use the 31 form for the superior train and the 19 form for the inferior train. On some roads this was inserted in the rules and on others it was simply understood. After a time this practice was modified on a few roads, permitting the 19 to be used for the superior train in making a meeting point providing the order were also sent to the operator at the meeting point and providing the superior train received it at some station before reaching there. There are now a few roads where the 19 is used on single track for all trains, both superior and inferior, the rules requiring that a clearance card be given to each train, showing the number of each order delivered to it so the conductor and engineer can check it over and see that they have all the orders intended for them. This last requirement is intended to provide a safeguard against possible failure to properly deliver an order. The middle order (placed with the operator at the meeting point) is also being used more extensively than heretofore, in some cases to assist in the use of the 19 and in others as a general safeguard.

With a good system of signals and the proper use of the clearance card and middle order it is believed the 19 could be safely used for all trains on single track, thereby

avoiding many delays caused by the present method of handling the 31 form.

This subject is mentioned in the leading article in this department in the November number.

208.—“No. 18 is a first class train and No. 37 a second class. Dispatcher gives 2d 37 right over No. 18 C to A, but 1st 37 has no help on No. 18. B is a non-telegraph station and 2d 37 overtakes the 1st section, which has stopped there because they could not make A. Has 18 a right to leave A or must they wait for 2d 37, knowing that the 1st section cannot make A? One of our train masters says 18 can leave A and the other says not. We have not got a ruling from the higher officials yet.

“In this case No. 18 did leave A and passed B, while the crews of 1st and 2d 37 were debating as to what they had a right to do. Some think 2d 37 could take 1st section along ahead of them because the 2d had absolute right over No. 18 and others think No. 18 can run regardless of the 2d section until it meets the 1st. Which is right?”—E. D. H.

ANSWER.—It is our belief that No. 18 cannot leave A until 2d 37 arrives and we base our conclusion on the simple fact that the order is given under Form C and that form cannot be construed to mean anything else. Where the revised Standard Code is in use this understanding is further warranted by the second paragraph of Rule 94, which would permit 2d 37 to take the 1st section ahead of it to A, as suggested in the question.

This question was discussed at length in the JOURNAL about a year ago and there were a few at that time who worked under the old Code who were of the opinion that No. 18 could proceed from A without waiting for 2d 37, but their reasons were not convincing to the great majority. If the new Code is in use there is no room for a question, but if the old, we should advise asking for a ruling from the proper authority. Such a case may come up at any time and all concerned should know definitely how the trains are expected to be governed.

209.—“I was leaving Mound St. on No. 52 and had an order which read as follows: ‘Engine 520 will run as No. 52 and will

meet No. 43 and 10th section No. 53 and No. 55 at Lockville.’ After getting to Lockville No. 43 and 10th 53 went and had no signals and 1st and 2d No. 55 came by carrying green. We then got an order giving No. 52 right over 3d and 4th sections of No. 55 to Hookers. Could No. 52 leave Lockville on that order or would we have to have an annulment of the first meet order?”—H. H.

ANSWER.—A meeting order means but one thing and that is to meet. The order is good until it is fulfilled, superseded or annulled. No. 52 could not leave Lockville until the first order had been disposed of in one of these three ways and the second order did not have any such effect. The first order should have been annulled.

210.—“A freight train on this road with 25 cars and caboose pulled into a siding, which only held 23 cars, to allow a passenger train to pass it. The twenty-fourth car picked the switch as they were going in and was derailed but not so badly but that they could get in to clear and close the switch so the main line was O. K. It was a blind siding and the next siding ahead was also a blind siding. They took their engine with the 23 cars and ran to the next siding, left the cars there and returned with the engine, holding the passenger train while they did this. They claimed they had a right to do this according to Rule 101. Some of us think they had no right to do this, but should have pulled enough cars off the siding to allow the passenger train to back in and then they could have backed down the main line and the passenger train could have gone ahead. Does Rule 101 apply in a case of this kind?”—M. J. M.

ANSWER.—It would seem that the speediest way out of the difficulty would have been for the engine to take the 23 cars to the next siding and remain there for the passenger train, instructing the flagman to notify the latter that they were running ahead of them and to allow no train except the expected passenger train to proceed until the engine returned. This is a case in which the conductor and engineman are expected to use their best judgment and take such action as will result in the least delay to important trains.

So far as Rule 101 is concerned it does, in our opinion, authorize the front portion of a train to return regardless of all other trains, but in a case of this kind, where there are facilities for getting out of the way and avoiding delay to a passenger train, we do not believe the permission given by the rule should be taken advantage of.

The two great principles of train movements are safety and speed and we believe they could have been best carried out in this case in the way we suggest.

A situation similar to this was described and discussed in Question 201 in the October JOURNAL.

## The Freight Car Situation.

HON. E. E. CLARK,

Interstate Commerce Commission, October 25, 1907.

In the year ended June 30, 1896, the railroads of the United States, with 20,300 freight locomotives and 1,200,000 freight cars, moved 95 billions of tons of freight one mile. In the year ended June 30, 1900, with 24,600 locomotives and 1,365,000 cars, they moved 141 6-10 billions of tons. In the year ended June 30, 1906, with 30,000 locomotives and 1,800,000 cars, they moved 216 billions. That is, in 1896 each locomotive moved  $4\frac{1}{2}$  million ton-miles, and each car moved a little less than 50,000 ton-miles. In 1906 each locomotive moved a little less than 8 million and each car 120,000. Thus, the actual efficiency of each locomotive and each car was increased about 50 per cent. It may be said that the numbers of locomotives and of cars did not increase as much as they should, but in that period a very large proportion of the locomotives and cars were replaced with new ones of greater capacity, the construction of which kept builders busy.

The history of the winter of 1906 and 1907 in the Northwest is one of unheard of difficulty for shippers. Severe weather conditions added greatly to the hardships of both shippers and would-be shippers who could not get cars and also to the difficulties under which the carriers labored. And yet it was testified by a well informed witness, who was a complainant against the carriers before the Interstate Commerce Commission, that the amount of lumber actually moved by the railroads out from the State of Washington, exclusive of movements be-

tween points in the state, was 800 per cent greater than in 1900.

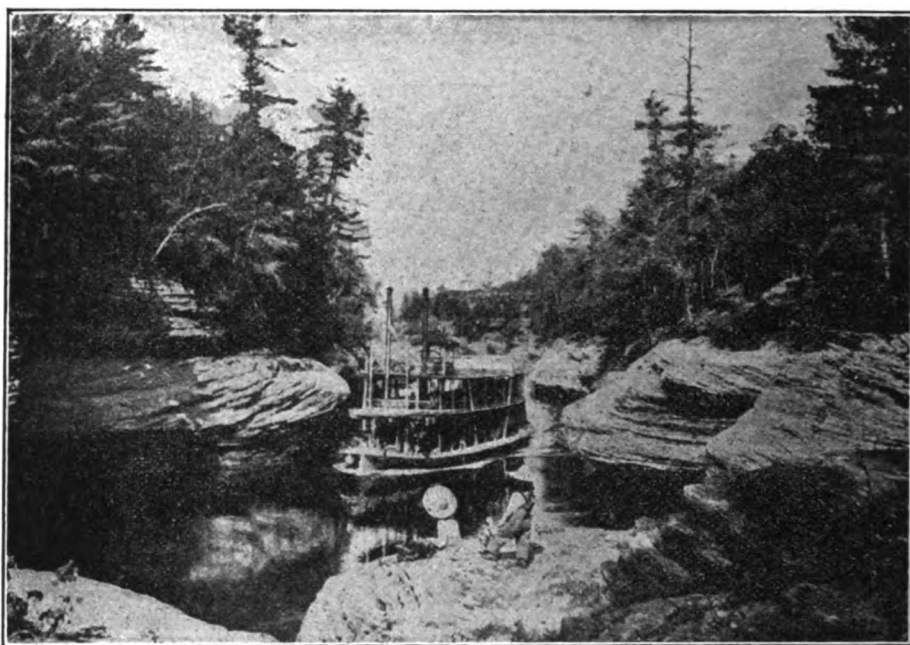
During the same season an up-to-date double-track railroad in the East became so congested with traffic that was poured in upon it from the West that its principal connection held back loaded cars until many miles of one main track were occupied with cars so held, until tracks and terminals of the delivering road could be relieved. And not long thereafter one of the states served by that road passed a law giving consignees 96 hours' free time within which to unload a car, thus doubling the delay that may be indulged in before demurrage may be assessed.

A large syndicate, owning mines, smelters and a railroad, anticipating a proposed increase in the transportation charges on coke, bought up large quantities of it, had it loaded into cars and started on its way nearly across the continent. The price of copper took a bad slump, and hence the coke was not immediately needed. And so some 8,000 cars of this commodity are now, and for some two or three months have been held back by some influence other than air-brakes, accumulating demurrage against the consignees not at destination, but at various points on the lines of various intermediate carriers, not only unavailable for use of other shippers who are clamoring for cars, but actually obstructing the free movement of other traffic. These are the things that account for the low average mileage which carriers get from cars and which

affect seriously the efficiency of the cars. Why should the carriers be expected to provide storage in such manner? And why should they permit one shipper to thus, through them, impose such injustice upon other patrons, to say nothing of the imposition upon the carriers, whose earnings upon the traffic will seemingly be eaten up in per diem rental on the cars?

I will not stop to suggest the multitude of smaller ways in which the same principles of selfishness and favoritism contribute to the sum total of lack of efficiency of

inals, tracks and extra employees. This would mean thousands of locomotives and hundreds of thousands of cars standing idle upon storage tracks (which would have to be provided) during a substantial portion of the year. It seems clear that such an increase in facilities could be had only by the expenditure of many millions of dollars, would be inexcusable economic waste and could be provided and maintained only by largely increased transportation charges. It may be that they could be provided by interring all of the carriers in the graveyard



THE NARROWS IN THE DELLS OF WISCONSIN.

cars and other facilities of transportation.

The whole situation has been summed up in the accurate phrase, "car shortage." In such blockades as have been referred to on an eastern road, how would a larger number of cars relieve the situation. As has been seen, there is a substantial portion of the year during which these troubles are not present. Manifestly, if the carriers were to provide themselves with enough cars so that everyone could have all he wanted in the busy season, they must also provide corresponding motive power, term-

of bankruptcy, but even that would not maintain them.

The communities served by a railroad prosper and fail to prosper just as the rail is or is not prosperous. Prosperity showered upon the community by nature and Providence brings corresponding prosperity to the railroad if it chooses to place and keep itself in a position to reap that advantage. But if a railroad upon which the community is dependent for transportation fails to furnish reasonably adequate service, the blessings of nature and Providence are

to a corresponding degree nullified and wasted. It can bring no good to the community to unnecessarily or unwarrantedly impoverish the railroad. It can bring no good to our country to unnecessarily or unwisely or unwarrantedly cripple these arteries of our national life upon which so much depends.

It is because of this reflection in all of our affairs of the effects of the conduct of our common carriers that it is not possible to apply, in dealing with or in regulating them, just the same business principles that apply in transactions between private parties. To hold that in collection of transportation charges the carrier should be held to the rate erroneously quoted by its agent would be to give widest license to the very discriminations which the law condemns, and would place in the hands of the carriers absolute power to make and break individuals and firms and to create and destroy communities and commercial centers almost at will, deterred only by consideration of their own financial welfare and the possibilities of construction of new and rival railroads. And like results would follow the application of the theory that the man who owns a business may do with it as he wills.

Regulation of railroads by state and national governments, each within its proper sphere and lawful limits, is essential. Such regulation must be firm, sane, reasonable and just. Those who administer it must be actuated solely by a desire and a determination to do the right thing by both sides, and must not be influenced by the clamor of the extremists on either side. In that way only can lasting good be done and substantial progress be made.

The American people will not object to paying whatever transportation charges may be necessary to permit the railroads to keep the properties up to date and to earn fair and substantial profit and return upon capital invested therein when they, the people, can feel assured that the capital is in the property and that stocks and bonds are not being added to in multiples of millions with no corresponding investment for the welfare or earning power of the property. The people will never fail to disapprove such tricks

of high finance as have recently been exposed. The people desire and would be willing to pay for high grade and efficient service. The people must have that kind of service, and, having it, must expect to pay for it that which it is really and fairly worth.

If the railroads cannot secure the co-operation of shippers in the effort to get the highest efficiency from cars in congested seasons, and if the railroads are not strong enough to adopt and enforce adequate rules to that end, it would seem that the only thing left would be for the Federal Government to take the matter in hand as a regulation of commerce and apply such rules and practices regarding use and interchange of cars as will provide the best and most equitable service and results. In that, as in any other feature of regulation of the carriers, care must be taken to do simple and even-handed justice, regardless of what would be popular at a certain time. The carrier that has neglected to provide itself with its proper quota of cars may not expect that its needs will be supplied from the equipment of its more provident neighbor. The shipper who has neglected to provide himself with facilities for doing his business as economically and efficiently as his more enterprising competitor may not expect special consideration of his needs at the expense of others or of the carriers.

The privately owned or exclusively leased car should be eliminated from use in moving ordinary traffic. Satisfaction among shippers may not be expected so long as certain of their number are given exclusive use of facilities which the carrier should furnish to all alike and which, in fact, perhaps, are the property of the carrier. There is and probably always will be room and reason for using special and privately owned cars for certain classes of traffic which require refrigeration, tank cars, poultry cars, etc. But even then their use must be open to all and for all alike.

The railroads have upon them, and must struggle from under a heritage of woe resulting from the mistaken policies, evil practices and unreasoning competition in the past. The shippers are not blameless, and now there is nowhere to turn for relief and



correction except to Government regulation.

\* \* \* Only a year has passed since the law became effective which contemplated and which brought about more radical and sweeping changes in practices in the conduct of transportation and in the relations between shippers and carriers than any law has ever effected before. It is not surprising that the magnitude of the work so undertaken is wholly unappreciated by the average citizen. And so now we are met with many proposals for amendment to the law. No doubt some amendments would be beneficial, but it may well be doubted if it is wise to now open the law for amendment and so jeopardize all the constructive work that has been done under it, especially in view of the readiness with which the commission's interpretations and rulings are being accepted.

In some way the impression has gone out that the commission is hopelessly buried in an avalanche of complaints, and some suggestion has been made that its work should be divided. It is true that the commission has many and varied and important duties to perform, and that it has much work to do. But the commission is by no means appalled nor discouraged. Constant progress is being made. It is true that certain

cases before the commission have a somewhat prolonged existence, but it is also true that it is the exception and not the rule to find parties to a case ready to proceed with it when the commission is ready to hear it. The commission pushes the cases before it much more than the cases push the commission.

If the spirit announced by a prominent railroad president\* is adopted and adhered to by railroads generally, and by shippers, upon whom the obligations to observe the law rests just as clearly as upon the carriers, and the commission exercises in a broad, fair and practical way its administrative functions and powers, the occasion for judicial work will be reduced to a minimum and will be limited largely to two classes of cases—those in which honest error or oversight has worked injustice, and those involving the rivalries of commercial centers. A commission so exercising its administrative functions will acquire that special and expert knowledge which is essential to a proper exercise of the judicial functions in determining the reasonableness of a rate or of a practice.

\*Robert Mather, President of the Rock Island Company, in an address at Chicago, Ill.

## Things To Forget.

His wife may be beautiful,  
Tender and dutiful,  
'Tis not that her absence would  
Cause him delight,  
But the dam'd opportunity,  
Baneful immunity,  
Scatters his scruples as day scatters night.

If you see a tall fellow ahead of a crowd,  
A leader of men, marching fearless and  
proud,  
And you know of a tale, whose mere tell-  
ing aloud  
Would cause his proud head to in anguish  
be bowed,  
It's a pretty good plan to forget it,

If you know of a skeleton hidden away  
In a closet, and guarded, and kept from the  
day  
In the dark: and whose showing, whose  
sudden display  
Would cause grief and sorrow and lifelong  
dismay,  
It's a pretty good plan to forget it.

If you know of a thing that will darken the  
joy  
Of a man or a woman, a girl or a boy,  
That will wipe out a smile, or the least way  
annoy  
A fellow, or cause any gladness to cloy,  
It's a pretty good plan to forget it.

—Selected.



There is no free list.

Send all remittances for subscriptions to the Grand Secretary and Treasurer. See Section 30 Constitution, Grand Lodge.

Letters for this department must be written on one side of paper only, written with ink and must be at the office not later than the 12th of the month to insure insertion in the next number.

All changes of address, communications pertaining to the Journal, etc., should be sent to the Editor. Do not send resolutions.

When the Journal does not reach you, immediately give us your name, correct address and the number of your Lodge.

## Shall We License Officials And Employees Of Railroads.

Some years ago this question was taken up and discussed but no action was taken. It cannot be denied that it is an important one with relation to the safe operation of our railway trains, protection to the traveling public and employees.

It is not necessary to say that railroading has revolutionized itself within the last ten years. No one knows this better than the railroad man himself, and, yet, with one exception, up until the last session of Congress has there been any measure passed for the protection of the traveling public and employees, and that—The Safety Appliance Law—which was fought to the last ditch.

True, we now have the Sixteen Hour Law, and the Employers' Liability Law, which will and are being fought in the same manner. I believe there should be a law enacted that would require the national government to issue licenses to all railway officials and employees. I believe if such a law were enacted and enforced, as has the Safety Appliance Law, we would be going a long way towards overcoming the now dangerous condition associated with railroad operation.

I believe this law should include all train service employees and officials, and I mean by that, an employee who in any manner, comes in contact with the operation of trains, and which should include Superintendents, Train Masters, Dispatchers, Conductors, Engineers, Firemen, Brakemen, Operators, Yard Masters, Switchmen, Crossing and Block Signal Employees, and that they be required to pass an examination; a license to be issued as to their efficiency, etc., by our national government. In other words, similar to the way our marine service is handled at the present time.

The Department of Commerce and Labor issues the licenses to our marine officers, as well as regulates our steamboat inspection service, which is handled by general inspectors, supervising inspectors and local inspectors. These licenses are issued to marine engineers, masters, pilots, mates and other employees in our marine service. This

law is many years old, and is far reaching. Some few citations in this law will suffice to show how far and thoroughly our government has gone into this matter. See page 80, Law Licensing Mates and Pilots, 4405 Revised Statutes U. S. Also 4431, U. S. Department Commerce and Labor, which prescribes the manner in which these licenses shall be issued, length of time in service to obtain a license, etc. This law also requires the annual inspection of steamboats, as well as designates the requirements for the equipment of the same, such as the stamping of the steel used in boilers, size of stay bolts and rivets, steam pressure allowed, size of gauge cocks and water glasses, code of signals and lights used, size of step ladders and life boats, even the weight of the material used in making of the life preservers, the prescribed form of trails of officers, etc.

Is it not possible that some such law could as well be applied to railroad service as marine service, and thereby lessen our casualty list, and better the conditions of all concerned? Must it be said that we are afraid to show to the public the results of any investigation or publicity that can be given accidents?

Let us as a railway organization, and I hope all our sister organizations, approve of any honest method, or law, whereby a decrease in the killed and injured can be shown. If it be true that 70 per cent of all our accidents in the United States are due to the negligence of the employee in one way or another, let us as employees assist, and do our share towards any move that will stop the killing of passengers and our fellow workmen in such a reckless manner.

Do we want it said that we are unwilling to stand for examination and licensing of railway employees, if carried on by honest methods and government supervision that will bring results? We are too good, intelligent American citizens to stand in front of the engine of progress that is pulling public sentiment along the rails of decreased accidents.

Concerning the Fowler wreck in Indiana, the Railroad Commissioners found that the crew on

the freight had violated one of the company's orders, to-wit,—they did not clear the time of the passenger train five minutes; that is, to throw the responsibility on the freight crew.

On August 2nd, the coroner's jury in the case of the Pere Marquette wreck, which occurred on July 20th, said in part: This collision was the result of the mis-reading of order No. 3 on the part of Conductor Hamilton, Engineer Rodgers, Head Brakeman Briggs and Flagman Becker, of Train No. 71; also due to the imperfect and improper manner in which it was prepared by Operator Cassidy, at Plymouth station.

While I do not believe it possible for a body of inexperienced men on a coroner's jury to gain all the facts, it is nevertheless true that such wholesale inefficiency should not be allowed to go unheeded. I believe where human life is sacrificed, due to mistakes, ignorance or inefficiency, the persons responsible, whether officials, employees or the public, should be made to answer to the proper court. While it is true that accidents are not due to intentional mistakes, it is nevertheless the respect we have for any law that makes us take care not to violate it.

No doubt there comes to your mind as you read these lines, many narrow escapes due in a large measure to luck, and where the officials and employees were to blame, and there are many cases where the words "narrow escape" do not tell all the story. I wish to ask you if I am not right.

Only a few years ago, some twenty-five lives were snuffed out on a western line because the operator wrote the figures wrong in a time order. Many cases could be cited. Is it not about time that we woke up to the fact and get it out of our heads that it is always on the other fellow?

It is a fact that the officials and employees are to blame in many cases, and you must agree that if a superintendent, train despatcher, conductor or other employees knew that in case of an accident on their division, or to their train, it would be investigated by the government, and the guilty ones lose their license to railroad, or be barred from railroading a term of months or years, there would be more careful management and obedience to rules. We would have good rules adopted and enforced where they were at fault, and railroading would be a safer occupation today.

Is human life held so cheaply that we let accident after accident occur, causing loss of life, and holding no one responsible? If no one is to blame for these many accidents, then let Providence assume the responsibility for the many killed and injured on our railroads. On the other hand, the officials, employees, stockholders or the public are to blame, because they do not take proper action. Let us find out where the fault lies and do our share in overcoming it.

If it be to our now defective train order system or general rules, let us have a new order system and new rules, but let us make some more. The time has come when the sacrifice of human lives on our railroads needs more attention. Certainly it takes as able and efficient men to operate

trains as steamboats. Let us be the first to suggest this legislation.

The Canadian government has recently commenced the criminal prosecution of railway employees who are responsible for wrecks. On April 23d, a conductor on the Grand Trunk was tried, found guilty and given a prison sentence for failing to live up to the rules. The engineer of the North British Railway, who caused the fatal wreck at Elliot Junction, near Arbroath, Scotland, on December 28th, is another example where this question is going to end.

It is only a question of time when some legislation, either state or national, will have to be enacted to change the present condition of affairs, along the line of accidents incident to operation. It just takes a few figures to see where we are drifting to. Within the last four years, we have killed and injured enough trainmen to fill the present membership of the B. of R. T., in actual figures 13,668 killed and 196,888 injured.

It is not my contention that this one law is forever going to stop accidental death on our railroads, but it would at least have a tendency to prevent such wholesale disregard of the rules and good judgment. It would bring about a better state of efficiency, more perfect organization, both in officials and men in the service.

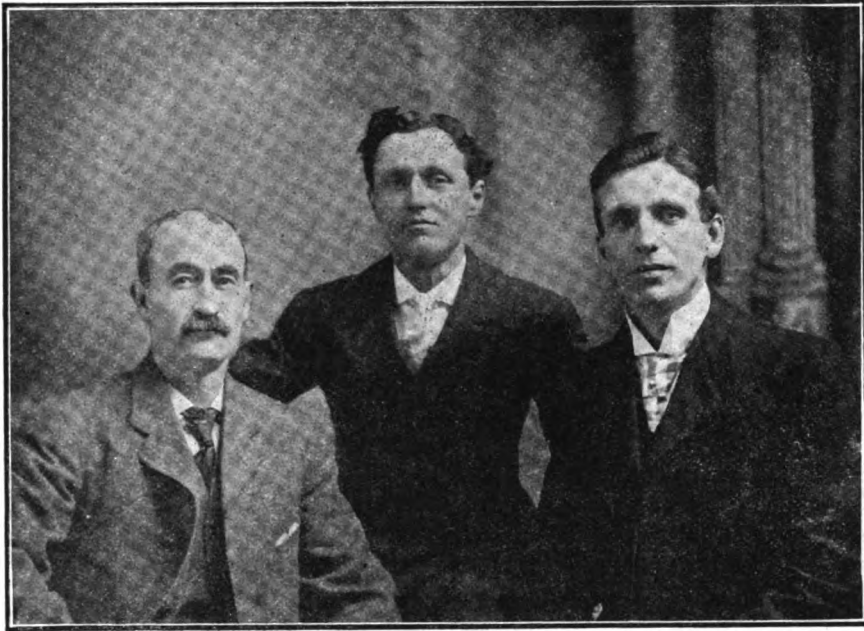
Of course, none of us will admit that we are in any way ever negligent, or ever violated any of the rules. Why not then have a law that will compel you and I, officials and others, to be more careful of the safe operation of trains?

Publicity is what we want, and I see no other way to get it. While I am not a lawyer, a few citations on recent discussions relative to this subject will give one an idea how the courts look at it, and it seems that if such a law were enacted it would be held constitutional, and would likely have the support of the courts.

Judge Trieber, in a recent discussion in the District Court for the Eastern District of Arkansas, says: "Congress has the power, under the commerce clause of the Constitution, to legislate for the safety and protection of employees engaged in interstate commerce, whether the transportation be on water or on land."

In the case of Lucy Surad, *administratrix vs. Central of Georgia Railway Company*, Judge Spear in his decision, in overruling the demurrer of the defendant, cites the case of *Kazell Kirke*; 25 Fed. Rep. 607, wherein the necessity of unlimited control is stated, and which says:—"Accordingly Congress has undertaken to regulate the lights to be carried by all vessels, navigating such waters, and the course to be pursued by all vessels meeting on such waters, and goes on to say:—They are necessary because only by controlling in those parts, the navigation of such waters, can the safe navigation of vessels in interstate and foreign commerce upon such waters be secured. For further authority see 8 Fed. Stat. Page 408.

Again, Judge Spear says:—The employees of a railroad company are essential instruments to the existence, under modern conditions of interstate traffic on land. The engineers, the firemen, the



QUEBEC AND LAKE ST. JOHN RAILWAY, LOCAL GRIEVANCE COMMITTEE.

A. Boudreau, Secy. J. Blais, Chm. J. A. Cantin, V. Chm.

This committee secured a 22% increase for freight men, 20% for passenger men and a ten hour day instead of a twelve hour day.

train hands, the track hands, the conductors and all the rest are as essential to this traffic as are the masters, pilots, engineers and sailors to navigation.

Judge Spear cites the House Committee on its report of the Employers' Liability Act, which said:—Employees are never held to such strict rules for the safety of co-employees, because the employer is not bound to pay damages in case of injury. If he were held liable for damages for every injury occasioned by the negligence of his servants, he would enforce the same strict rules for the safety of his employers, as he does for the safety of passengers and strangers, and he will make the employment of his servants, and his retention in the service dependent upon the exercise of higher care, and this will become a strong inducement to the employer to act with higher regard for the safety of his fellow workman.

We have a similar law as I suggest, in Alabama, but if I am informed correctly, only requires the low engineers to be licensed. We see too many paragraphs as this one:—At the office of the superintendent, tonight, it was said that they were not yet certain who was to blame for the accident, but a thorough investigation is under way. Only in a few cases, do we ever hear of the results of these investigations. This investigation usually works one way, and is somewhat of a joke so far as remedies for the recurrence of the accident, or loss of life, is concerned.

I see no reason why this law, if properly drawn up, would prevent in any way the discharge or the re-instatement of employees, discharged for other offenses other than prescribed by law, by our grievance committees. It would not necessarily mean that the man who got into trouble would forever be barred from railroading. It might be true that he could not float around from one road to another, as now.

The supervising officials of our marine service do not forever bar a man from active service in case of trouble. He may be reprimanded, or reduced in rank, or barred from active service for a given time, or in the case of Captain Franke, who was captain of the G. N. Liner Dakota, recently wrecked off the coast of Japan; he is not allowed to again enter service until January 1st, 1908, and then must serve two years as first officer before his captain's papers are again given him.

If this question is again taken up, we should see that we have a hand in the framing of this law. There is no question but what a body of experienced railroad men drawn from both sides, could draft a measure that would bring about the desired results, and still be fair to the railroads and the employees.

We should especially see to the bill relative to the rules for signal lights, rules of operation, etc. If this is not done, we would have a one sided law, which, if enforced, would work a hardship on the men in the service. Make this law so that

it hits both sides alike, and one that the company will have something to protect, as well as the employee.

Experience teaches us that some of our laws have a joker in them. Let us see to it that in this one it is left out. Of course, I expect a loud and long protest from many on this question. No doubt, some good argument will be shown against such action, but when we weigh it, we should give it our good, honest judgment. Can we honestly say that it would not be a good thing, and should at least be tried? As the court says the preponderance of evidence is with the defendant, the question I ask is: Why not give this our hearty approval?

(Signed)

E FLURIBUS UNUM.

### Journal Agents.

It appears that a majority of our members, and quite a number of the Journal Agents, have not noticed the change in the law pertaining to the duties of the Journal Agent.

Prior to the adoption of the new law, August 1st, 1907, it was part of the duty of the Agent to send the JOURNAL changes of address. With the adoption of the new law, this was changed and it is no longer the duty of the Journal Agent to send changes of this kind. He may do so if he desires, but such service is not considered a part of his duty.

The only duty required of the Journal Agent, under the new law, is to solicit subscriptions and send them to this office. It is to be hoped that the members of the Brotherhood will understand that if they want their JOURNAL address changed, it will be their own business to send the change to this office, and not depend on some one else to do it for them.

We had so many complaints in the past, from members who depended on some one else to do this work for them, that we felt it was only fair to put a duty of this kind on the man who was the most interested, and the law accordingly was changed.

It is to be hoped that in the election of officers for 1908, that the office of Journal Agent will be very carefully taken care of, and that men will be elected to the position who will endeavor to do something for the JOURNAL, in the way of securing subscriptions.

### An Invitation From Salt Lake City.

The above refers especially to the legislative boards of the country and to assure you that we are anxious to show our sincerity and determination in the matter of legislation, I will change the usual order, and ask, "That you all speak at once."

Here is the proposition we are up against in Utah:

First: We have at the present time a Governor who is so bitterly opposed to organized labor

that he did not even issue a Labor Day proclamation, and then went one further and hit us another slap in the face by leaving the state for a few days.

He has his understudies so well trained that they did not even recognize our National holiday after his oversight, so all we can do is to remember the insult until a year hence.

If there is another state in the Union where we as a class received such an insult I would like very much to hear of it.

Secondly, this man (?) "Parry" down in Indianapolis or thereabouts is not in the game at all, as compared to the leaders of the Mormon church here.

During the coal strike here in 1903 students in the various colleges of the state which are controlled by the church were forced to leave school and fill the strikers' places in the mines, and we can furnish files of speeches made by their leaders in church services here against organized labor that would make Parry forget his own flesh and blood when it comes time to make his will, and send all his coin here to Salt Lake in a special train marked with a big banner, "Joseph F. Smith."

If you cannot sympathize with the "Stingers" of Utah having to go against the above propositions in order to try and get some laws in our favor, I will cite you some more on request.

To get to the point, I wish earnestly that all legislative boards would send me copies of laws that have passed in your various states that are a benefit to our Brotherhood and I assure you that I will appreciate letters from every member who has any suggestions to offer along this line. Especially am I anxious to hear from Texas, Montana, Indiana and Iowa, as I understand a railroad man in those states is protected the same as a white citizen, and will state for your information that there are a good many white folks out here who are getting their living as car hands and we always like to see more coming our way when they have a B. R. T. pin on.

To wind up on the laws proposition, Brother Husted was fined \$10 a few days ago for delaying a street car at a grade crossing here, when he was working under a car removing brake rigging that was dragging, and which would have derailed the car had he attempted to pull over the crossing.

When he appeared in court his B. R. T. pin was quite conspicuous and no doubt cut some figure, as the judge has held his job now about 15 years and we suppose pays his per cent regularly.

About schedules, of course we all know by experience what local officials do to our time slips.

I dare say there are not less than 50 lodge meetings a week in our Brotherhood that the local committee does not get grievances to handle because some petty larceny clerk is trying to beat us out of money we are actually entitled to by our schedule.

We, as an organization, were fighting our last raise just eleven months before getting what we

did, and now at every meeting here there are grievances of time not allowed.

You are all aware what it costs to get an increase in pay. Let us go into the game a little better and instead of getting beat out of the money that we work hard for, spend it among ourselves by getting a competent paid chairman on all lines who will walk into the various offices and call their hand on this proposition of trimming time slips to make a reputation for themselves, as well as giving them to understand that our contracts must be lived up to, to the letter.

The day has gone by when a man is discharged for being on a grievance committee, and you all know how many good men have gone hungry on this same account.

Let's take the bull by the horns and all give this proposition our very best attention.

Jim Hill says that he can take a good way freight brakeman and make a superintendent out of him in two weeks.

If he can, we can take the same man and make a good man for our great Brotherhood out of him in a little longer time I am sure, and this man for us and with the proper backing from each one of us will walk into Jim Hill's or any other office whenever occasion demands, and make some little dinky superintendent or his \$60 cigarette clerk come to time.

We have not half enough members on the O. S. L. to have a paid chairman according to our constitution, but things are so rank with us that we are going to ask our Grand Master for a dispensation for one just the same, as we will be getting out of it cheaply at \$1 apiece a month compared with what we now lose in time not allowed, say nothing of the new members he could make in addition to advancing the work of our organization generally.

Of course he will, if elected, be rather hard on the boomer who gives in his time and quits just before the committee adjourns and thereby gets out of paying assessments, and he will be very hard, too, on the worthy who has to pay saloon bills to save being garnisheed, and then sneaks around behind a box car when he meets the Financier on the road and "fixes it up" to be carried for the following month.

However, we here are giving no thought to this kind of members, we are figuring on raising the standard of our members, generally, as well as giving those a run for their money who pay for protection, and who think enough of their obligation to come to lodge occasionally.

Just a general word in summing up. Let us all kind of "Come out of it" and show our Grand Master some of the spirit in return that he has shown us in the battle for an increase of wages during the past year. If we would as a class only take 10 per cent of the interest in the Brotherhood that our Grand Lodge Officers do I want to tell you that it would be only a very short time until there would be the greatest railroad labor organization ever and it would be the Brotherhood of Railroad Trainmen.

Let us show our appreciation of the yard in-

crease at least by practicing the principle with the non-airs that "if they want to come to the dance they will have to help pay the fiddler."

Line them up, and commencing with the new year make the Snake take a dose of his own medicine, let him work on the Rock Island, Great Northern and Northern Pacific.

They have those contracts and you all know they are the cheapest and poorest in America.

So long as we have shown that we are big enough to get out and get the money, let us be big enough to give B. R. T. men the chance to earn that money, and if they will not line up with us, start them down the track like any other dead one.

Let us all get in the game and when pay day rolls around, if you are not doing so now, buy a B. R. T. button and wear it just as soon as you have your honest debts and lodge dues paid. Then show your fellow employees that you believe in that button by living up to the principles for which it is a guarantee, and in so doing it will not take very long for our Grand Master to see that his hard work in our behalf is appreciated.

Trusting that all legislative boards will answer my invitation by sending along anything you can for our betterment, and that there will be a general appreciation of our increased wages by showing increased membership as well as the duties we all owe to our order, I remain, with sincere wishes to all Brotherhood men,

Yours truly in B. S. & I.,

J. J. MALLANEY,

Legislative Representative No. 388.

## For The Home.

I have been reading the JOURNAL regularly the past year and I find many things of interest in its columns, but I find very little said in the way of suggestions towards improving the facilities for taking care of the aged and disabled railway employees at our Home. Kind reader, just place yourself in the situation some of our unfortunate brothers are and I think you will realize the necessity for taking some action and contribute what little support you can give towards pushing the movement for better conditions for these brothers.

Hill Top Lodge, No. 529 appointed a committee to solicit donations for the benefit of the Home and \$175 has been sent and the amount will reach \$200 before the end of the year. This money was solicited from merchants and business men who solicit our trade. Some of the contributions were made in merchandise—such as shoes, hats, suit of clothes, overcoat, and the committee by a little extra work raffled these articles and realized the full value of them.

I would like to see every lodge appoint a committee to solicit help for our Home and see what can be done. If each lodge can average \$50 just see what a fund would be raised. The next time you attend lodge, brother, bring the matter up. Don't wait for some one else to mention it. Quot-

ing from a letter from the Home. Brother O'Keefe says:

"It is almost impossible to describe to you, so that you could understand, the disadvantages in which we are working to give our charges the care and attention that their physical condition demands. We have eleven men whose meals have to be carried to them three times a day, eight of those men are unable to dress or undress themselves and four of that number must be fed and attended to like so many children, and we sincerely trust that in the near future the four brotherhoods may adopt some plan whereby they will erect and maintain an up-to-date fireproof structure so that unfortunates who are now here and those yet to come may be cared for in the way we should like if we were so situated."

Just think, boys, what \$50,000 would do. Get your committees appointed and get to work. A new home for next year is the wish of

Yours in B. S. & I.,

C. S. B.

### Eye Sight Test On The Panama Railroad.

Since the examination of the railroad employees for eyesight there are close to 45 per cent of the men who were running trains back in the "Ditch" and I think that every Brotherhood man who intends to come down here ought to be ready to stand as rigid a test for eyesight as he would be

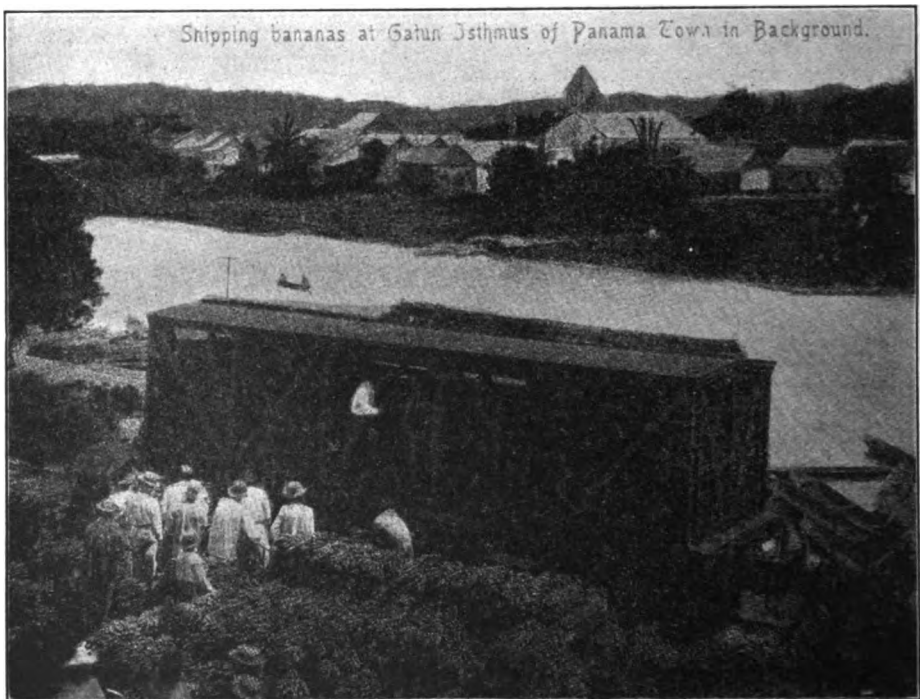
called upon to pass in the States. The men who have been set back will naturally suffer a reduction in wages and even now there are more men drawing \$150 per month than there are drawing \$100 per month.

We are working from 12 to 15 hours a day and the eight hour law as applied here is a farce and the men are not making a thing out of the overtime.

In the recent report of Miss Gertrude Beeks who came down here to look after conditions for the National Civic Federation I find this comment which is fully warranted by the conditions as shown by her

"There has been great dissatisfaction caused by the issuing of passes indiscriminately. It has been particularly aggravating for the mechanic and his wife, without free transportation, to sit next to a clerk and his wife, who have passes upon the railroad. In the clerical department the pass book is handed around every Saturday night and passes indiscriminately issued; whereas, in the track, excavating, transportation and mechanical departments generally, favoritism is shown.

"There have been instances where engineers have left their trains at certain stations and had to pay their fares back to the camps where they resided. Until quite recently, conductors, engineers, yard men, and trainmasters had to pay half rate if they wanted to go any place. There is intense feeling against the courtesy shown clerks in preference to mechanics and this unfair provision should be corrected. Passes should be



SHIPPING BANANAS, GATUN, PANAMA.



STATUE OF COLUMBUS, COLON, PANAMA.

given to all or to none and that fact is recognized by the Chairman of the Commission. It would be very advisable to limit passes to two a month and let all have them. In this way there would be no imposition upon the Government, as has been the case where it was claimed that the wives of the employes have pretty well spent their time riding up and down the road. The plan, above outlined, together with half rates for families of employes, is under consideration.

"There are few passenger trains each way, crossing the Isthmus daily, as they would interfere with the dirt trains and excavation work. Now that there are so many married women upon the Zone it would be very desirable to limit smoking to one car, or at least rear seats, and require that there shall be no spitting upon the floors. Attractive stations have been built at the camps, but at Panama the terminal facilities are so inadequate as to be dangerous. The platform, upon which passengers alight, is altogether too short. It is exceedingly bad to get off in the

ditch beyond the platform at seven o'clock in the evening when it is so dark that it is impossible to see. There should be electric lights at that place pending the improvement of the station. One portion of the platform is so high above the car steps and far away that it is very difficult to reach it. It is remarkable that there are not serious accidents. There should be benches under the awnings at all stations, as there is now no place to sit while awaiting trains."

TAD, Canal Zone.

### "Something To Be Done."

Some time ago our JOURNAL called attention to "Immigration" and this last month another article on "Indian Coolies" in America, and as this is in regard to the labor question, it is quite pertinent that we should stop in passing and look for a few minutes at the question of "Prohibition and Temperance" that is now going on in the United



States. So many of our railroads have almost made it impossible for an employe unless a temperance man to secure employment on their roads, and as our motto is "Benevolence, Sobriety and Industry," let us consider for the present the matter. Just now the little state of Delaware is in one of the greatest fights on this subject of her life. Both sides have public meetings on the street corners nearly every night. The theaters at first closed their doors to the anti-license people, but the churches have opened theirs wide. The saloon men in their notices sent out from the office of their official paper, the *Wine and Spirit Gazette*, claim if this battle is lost in Delaware it will have a tendency to form a leverage to lift Pennsylvania and New York from their list of business interests, and the "no license" men claim as Delaware was one of the first to ratify the "Declaration of Independence," so she should be among the first to declare herself on the subject and since insurance companies have put such a ban on drunkards and those interested in the business directly and indirectly, and business men of all kinds as well as the saloon proprietors who will not have men addicted to the habit of strong drink, but advertise for sober, industrious and honest young men for bartenders, it begins to look as if the business was getting in such a shape that decent men will have to withdraw from it, and if it is a dangerous business for a young man who uses it, how much more dangerous is it for a railroad man when we have so many human lives intrusted to our care, and it depends on us to have clear brains and steady nerves!

The newspapers, many of them, have declared it is impossible to prohibit the sale of liquor, but when governors, senators and judges speak as some of the greatest men of the country are speaking now and working in their own states and elsewhere for the overthrow of this business it is not strange to see why so many of the states are deciding for prohibition.

Old Kentucky is almost dry and a few years ago who would ever have believed anything like the conditions that now exist there could have been possible, yet today the state has 97 out of 111 counties dry, only 4 counties wet, and the saloons closed on Sundays. Georgia has already been added to the list of prohibition states and after January 1st no saloons will be allowed. Mississippi is about to fall in line with Maine North Dakota and Kansas. Oklahoma has adopted it in her constitution. In Ohio a few weeks ago at Cedar Point, at a gathering of political leaders 72 out of 86 members of the legislature there present declared informally for ultimate state prohibition and immediate county option.

In addition to this it is said that Arkansas, Kentucky, Nebraska, South Dakota, New Hampshire and Vermont may vote prohibition policy within the near future. Does it pay us as men and voters to license a business that makes railroad men and mechanics less skillful, less steady, less reliable, which lessens self-respect and the respect of others when we lose confidence, credit and standing in our communities, and "does it

pay" us to have an increase in idiots, paupers, criminals, lunatics, increase taxes, jails, almshouses, workhouses, reformatories, police and criminal courts, just to support a crowd of saloon keepers and their families? Out of our hard earnings they buy the finest clothing, victuals and homes with the money that our families are entitled to.

Let us consider this matter when it comes to our several states and we are called as makers of good morals in our home towns, to vote on this very important question.

Yours in B. S. & I.,

J. F. LOFLAND,  
Lodge No. 528.

### Newark Lodge No. 219

This lodge, on Sunday, Oct. 27th, held its regular meeting at Gladstone, N. J. This affair was mentioned in the October JOURNAL, yet there were some of our boys who did not know of it. As it was, about twenty of the boys boarded the 9:30 a. m. train on the above date and went to Gladstone to hold a meeting there, because it was easier for us to go there than it is for the members of Lodge No. 219, who live up there in the beautiful Washington Valley, to come to Newark to attend meetings. Three candidates were initiated, and all three were given the third degree. Perhaps this was done in revenge for the extremely hospitable reception the visiting members were given by the resident members. We were all corralled at the homes of different members, except the Journal Agent. He strayed away from the "bunch" and went to chu— or rather to a friend's house directly across the street from the Methodist church, and his hospitality was such that he arrived at the hall one hour late, but in time for the initiation. However, we were very well pleased with our trip and our meeting. The report of the Financier was another pleasing episode of the meeting, for it showed this lodge to be in a splendid financial condition, with a total gain in membership of nearly 100. Another pleasant event was the address made by our Master, Alfred Schroetter. The meeting, as a whole, was the best one Lodge No. 219 has held in many days. These meetings are commendable, and we must feel it our duty to hold more of them. They are conducive of good and are much enjoyed by all. We held our annual ball and reception, Nov. 15th, and it was a success both financially and socially. This to be accredited to the excellent committee. It would not be a bad idea for us to give another one in conjunction with our Gladstone brothers, in that place. It would "take" better there than in the city. Think it over, brothers. This month we will elect officers for the ensuing year.

The JOURNAL Agent proposes to enter his plaint at this time against the laxity of the several members of this lodge in regard to their Journals. At almost every meeting some brothers will hand the JOURNAL Agent a slip of paper with the re-

mark, "Brother So and So wants his address changed," and oftentimes these self same slips have been carried in some one's pocket for several weeks, and then someone does not get his JOURNAL for a month or two. Brothers, this manner of doing business is a constant source of anxiety to both the Editor of the JOURNAL and the JOURNAL Agent. Recently, I was sent a list of members of No. 219 whom the postmaster reported could not be found at addresses given. Such things are annoying to the Editor of the JOURNAL and are entirely unnecessary. In most of the JOURNALS is a blank which is put there for the express purpose of being utilized whenever a change of residence is made and the JOURNAL Agent's address is also in the JOURNAL, and it is surely no hardship to drop a line to the J. A. or the Editor and your JOURNAL will come to you regularly. Please bear this in mind, brothers, and there is another thing. During this month I want every member of Lodge No. 219 to send me a postal card with his name and correct address written on it. These I will enter in a book, and then *do not* forget to send me word of your *new* address when you contemplate changing your residence *before* you do make the change. Do not wait until a month *after* you have moved. This is what has caused all the trouble in the past. It is the desire of both the Editor of the JOURNAL and the JOURNAL Agent, that each member of the Brotherhood receive his JOURNAL regularly every month, and if you will but keep us posted as to where you live, we will do the rest. Do not forget that this is the last month of the old year, and with the end of this year and the beginning of the new let us turn over the proverbial "new leaf" and see what we can do for our respective lodges in particular and the grand old Brotherhood in general. Let us for one thing resolve to attend meetings regularly and for another thing, do a little more missionary work. There is plenty of good timber to pick from. Our ranks must be recruited, for we old men will pass over the border some day and there must be others to fill our places, else our order will fail. What a noble Order we have, and what a lot of good we have done, and whatever we have done has been shared equally with the "non" as well as the Brotherhood man, and I never could conjecture how a man in railroad train service could conscientiously partake of the benefits accruing from the work of the Brotherhood and not contribute toward the same, but happily these men are not numerous. I have worked under both conditions—that is, I worked in railroad service before Brotherhood men among trainmen were hard to find, and all I say is, give me a place to work under union conditions every time. My brothers, I am a double-dyed union man, and I am proud of the fact that I hold membership today in two of the largest labor unions in this country—the Brotherhood of Railway Trainmen and the Typographical Union No. 6 of New York City, and it is my earnest wish and hope to see all my railroad compatriots obtain the eight-hour day in the very near future, but I also

hope that you may not have to fight for it as long as we printers have, before you get it. The railroad man needs short hours as much if not more than any other class of men, but you will have to fight for it nevertheless, and may you win out. The railroad companies will contest the movement at every step, and I am sorry to state that there are some men who will not take any more kindly to the eight-hour proposition than they did at the ten hour, but you have the major portion of the men with you, and as there is no scarcity of reliable railroad men in our country the companies will have no reasonable excuse to put up and you will surely win.

Wishing one and all a Merry Christmas and a Happy New Year, I am,

Fraternally yours,

A. M. DOUGLASS,

JOURNAL Agent Lodge No. 129.

### Clarion, Iowa.

Hello there, brothers! I'm glad you found the place, glad to have you reading where you are; I was afraid you would miss it. I've just got in off the road, and as I feel in the mood, having had a good supper, my face shining with soap and satisfaction, I will endeavor to let you know how "Clara 707" is getting along. Clara No. 707 is but five years old, but for her age she is a hummer. We have the finest set of officers and members to be found anywhere. Everybody takes a lot of interest in lodge matters and judging from the way new members are coming in, no one is overlooking a bet. That's right, brothers! Do as other lodges are doing and let your motto be, "Every member get a member." Our meetings are held regularly, but the way the runs are, it is impossible for us all to be here on meeting days. Our lodge room is a fine large place—there is always room for visiting members who will be at all times welcome. "Clara's" goat is about the best that ever came over, if you don't believe it a trial will convince the most skeptical. The last meeting "ye scribe" attended three candidates were initiated; they spoke afterwards of feeling "shaken up." No wonder, as Billie was raised in a vacant lot behind a drug store, and ate labels off broken bottles so long that with him everything had to be "well shaken before taken." This is all I had better say about Sir William as he may take offense, and get an idea in his bony, unpadded head that he's been insulted, and start another argument with me, and to use the parrot-like expression: "Far be from such." Business is pretty good on the Great Western at present, all the men are making good wages. All the men are lined up but a few and they will be eligible soon. We look forward each month, glad to get our JOURNAL, as there are many instructive and enjoyable articles in each issue. I don't know whether this will be classed among the latter or not, but next time I'll give you the experience of a green brakeman. Regards to members of Twin City No. 56, and Esther No. 352. I held

a good berth in the latter a number of years, but fell out one day during a heavy sea.

Yours truly,

PADDY WHEACK.

### Sunny South, No. 211.

Another fiscal year of our Brotherhood is drawing to a close, and although during the year No. 211 has had some trouble, yet, taking everything into consideration, she can feel justly proud of her present status in the order, for while she has had to tear out some worthless timber that endangered her structure, she has replaced it by other that is clear, sound heart, and that insures solidity again to the entire fabric. Our membership, though not as large as some other lodges, is composed of men whose sole aim and object is to advance the welfare and interest of the order, knowing that by doing so they advance their own interests. This may sound somewhat selfish, but if so it is a selfishness the practice of which can not be too highly commended, and which every true Trainman should consider his first duty.

This is the condition of No. 211, which is but a small, perhaps one of the smallest parts of that grander structure whose ramifications spread not only throughout every state of our great Union, but also crosses its borders and affiliates the subjects of another country. We feel proud to know that under the supervision of our Grand Master and his able superintendents the same conditions prevail in it, and every member of our great Brotherhood from beyond the border, and within the borders of our Union, feels the flash of pride when the name of Brother Morrissey or any of his staff is mentioned; for the Brotherhood under their administration has not only become the greatest railroad organization, but also one of the principal factors in the adjustment of all grievances of railway employees in the traffic department.

LARRY LAWRENCE, No. 211.

### Philadelphia.

Just a few words to let the brothers know what we are doing on the P. & R. Reading Lodge No. 762 was organized March 3, 1907, with ninety-one members, and at present we have 208. As a new lodge we are certainly doing great work. By the time our first birthday comes around we will have at least 250 members in good standing. We keep our goat going some, with from eight to ten to ride at every meeting. The men have shown the right Brotherhood spirit by good attendance at meetings and putting their shoulder to the wheel and giving us a boost up the ladder of success.

Each man seems to realize when he has paid his month's dues he has bought something. The purchase is a month's protection for the loved ones and at the end of the month he has received a month's worth of protection just as if he has purchased something and used it. Pro-

tection is an article of value to you and yours, the same as clothing. We are very fortunate in having a good, hard working set of officers and when our worthy Master Bobb calls the meetings to order he can always see from seventy-five to one hundred there ready to do anything for the good of the B. R. T.

W. J. SHAMBOUGH,  
Journal Agent No. 762.

### The Home.

Highland Park, Ill., Dec. 1, 1907.

The following donations have been received at the Home for the month of October:

| B. R. T. Lodges. |         |          |         |
|------------------|---------|----------|---------|
| 56.....          | \$ 2.00 | 461..... | \$ 2.00 |
| 74.....          | 12.00   | 477..... | 12.00   |
| 82.....          | 3.00    | 510..... | 12.00   |
| 97.....          | 4.00    | 529..... | 175.00  |
| 106.....         | 20.00   | 531..... | 7.90    |
| 117.....         | 10.00   | 546..... | 5.00    |
| 224.....         | 2.00    | 573..... | 10.00   |
| 272.....         | 3.35    | 581..... | 10.00   |
| 273.....         | 12.00   | 655..... | 10.00   |
| 326.....         | 10.00   | 729..... | 8.00    |
| 424.....         | 12.00   |          |         |

Total .....\$342.25

| L. A. T. Lodges. |         |          |         |
|------------------|---------|----------|---------|
| 99.....          | \$ 5.00 | 285..... | \$ 5.00 |
| 147.....         | 5.00    | 317..... | 5.00    |
| 223.....         | 2.50    | 335..... | 2.00    |

Total .....\$34.50

### Summary.

|  |          |
|--|----------|
| O. R. C. Divisions .....   | \$ 48.00 |
| B. R. T. Lodges .....  | 342.25   |
| B. L. E. Divisions .....   | 164.00   |
| B. L. F. & E. Lodges .....   | 28.00    |
| L. A. C. Divisions .....   | 76.40    |
| L. A. T. Lodges .....  | 24.50    |
| G. I. A. Divisions .....   | 44.00    |
| L. S. to B. L. F. & E. Lodges .....  | 7.00     |
| James Costello, No. 270, O. R. C. ....   | 1.00     |
| Alfred S. Lunt, No. 456, B. R. T. ....   | 1.00     |
| E. Buck, No. 21, O. R. C. ....   | 1.00     |
| Station No. 23, C. & N. W. Depot Conductors Room .....   | 3.65     |
| Members No. 86, B. L. E. ....  | 10.00    |
| Members No. 158, B. L. E. ....   | 3.75     |
| Proceeds of a moving picture show given by No. 449, B. L. F. & E. and No. 115 L. S., Cleburne, Texas ..... | 17.90    |
| Station No. 2, C. & N. W. Depot, Brakeman Room .....   | 1.25     |

Total .....\$773.80

### Miscellaneous.

|   |  |
|---|--|
| One box of books from F. G. Sprague, No. 112, O. R. C. ....         |  |
| Trunk and clothing from Mrs. T. J. Bingford, No. 102, G. I. A. .... |  |

Respectfully submitted,

JOHN O'KEEFE,  
Secretary and Treasurer.

## Billy, He's In Trouble.

(ANONYMOUS.)

I've got a letter, parson, from my son away out West,  
An' my ol' heart's as heavy as an anvil in my breast,  
To think the boy who's futur' I had once so proudly planned  
Should wander from the path o' right an' come to such an end!  
I told him when he left us, only three short years ago,  
He'd find himself a plowin' in a mighty crooked row—  
He'd miss his f-ther's counsels, and his mother's prayers, too;  
But he said the farm was hateful, an' he guessed he'd have to go.

I know thar's big temptation for a youngster in the West,  
But I believed our Billy had the courage to resist;  
An' when he left I warned him o' the ever-waitin' snares  
That lie like hidden sarpints in life's pathway everywhere.  
Our Bill, he promised faithful to be keeful, an' allowed  
He'd build a reputation that'd make us mighty proud;  
But it seems as how my counsel sort o' faded from his mind,  
An' now the boys in trouble of the very wustest kind!

His letters come so seldom that I somehow sort o' knowed  
That Billy was a trampin' on a mighty rocky road;  
But I never once imagined he would bow my head in shame,  
An' in the dust would waller his ol' daddy's honored name.  
He writes from out in Denver, an' the story's mighty short;  
I just can't tell his mother; it'd crush her poor ol' heart!  
An' so I reckoned, parson, you might break the news to her—  
Bill's in the Legislatur', but he doesn't say what fur.

## Shenandoah, Va.

Our lodge is new yet, we have just organized with 50 strong and we are all going to do what we can to make good interesting meetings so there will be always a good attendance and we ask that all the members put their shoulders to the wheel, whistle off brakes and come in on time and attend to their lodge duties; be at the hall every Sunday at 9 a. m. and see what's doing. There will always be some one there. You are all needed to

maintain a good lodge that wants to be successful. Every one go when you are in. You cannot expect much from the lodge or look for it to prosper without you. It does not just mean pay your dues promptly to be a good member. It means attend lodge and help keep it going. Another good feature is to bring all the good, new material that you know. Give the "nons" the best recommendation that you can and present them to the lodge as soon as you can. You know our vote would help get the governor you were for, and our vote would elect the President of the United States and this means the same to your lodge room.

Here is another excellent feature of "Our Shenandoah." It's purely a railroad town and for this reason there is a splendid up-to-date Y. M. C. A. here, located along the railroad, just where the boys need it and all should belong and help keep it going. It is a splendid place for you to spend an evening and with good beds for those whose homes are not here. Go, read some of the splendid literature, have a nice game with some of your friends. You are always welcome. Wishing you all continued success, for such has been the year with the "Great Brotherhood." Very sincerely,

DONN.

## East St. Louis, Ill.

I want to tell you about East St. Louis and how the boys are getting along out here. Lodges No. 545 and No. 706 are getting along just like two brothers, working side by side, and both pulling on the same rope for the good of the Brotherhood.

We had a small set-to with the S. U. of N. A. It started about the 21st of October, when they told our boys here that they were going to give them another raise this fall, and tried to stampede our membership, but No. 545 and No. 706 got busy and put a man in the field, and we had a general wind up, getting all of our forces in line, and as usual we have put the S. U. into clear, and now have a good prospect of taking a few more members from them, and also adding a few "no bills" that were working in our jurisdiction.

I would like to give the brothers in the St. Louis switching district some advice about the S. U. agitation, and that is, that in all the yards that I have been through, and that is all there is in East St. Louis, I never got one S. U. man to say that he expected a raise, or that he was looking for one this fall, and this proves that they just wanted to stampede the weak members of our order by circulating papers, and getting B. of R. T. boys to sign them, and then using them to represent their membership in the yard where the paper was circulated, for the purpose of trying to get contracts, and to draw away from the Brotherhood what men they could get.

I am sorry to say that some of our boys signed these petitions, but the most of them after they understood the move, removed their names from the paper, and where they could not get the

paper back, they sent in protests against their names being used, and everything has come out O. K. with the B. R. T. on top, and I think our boys will not sign any paper now that is brought to them that does not have B. of R. T. on the top of it, and P. H. Morrissey on the bottom, for this is the only kind of paper that is legal, or that is able to get an increase in pay. Brothers, when you are not satisfied, you know the way is always open through the Brotherhood for you to make your wants known, and let us go to work in a businesslike way, not forgetting that by our organization we have what we have, and by it we will get more when the time comes to get it. So, do not let us get apart, but closer together, as only by a close fraternal organization can we hope to gain anything.

J. S. EUBANKS,  
Lodge No. 545.

### Ladies Auxiliary, Aurora, Ill.

When this JOURNAL reaches our readers, we will be in the last chapter of our year's history of 1907. When the book is at last closed and we are left to meditate, what will be the nature of our meditation? Will we feel that we have grasped every opportunity to do good and strengthen our order? Have we done aught that we should not have done, or left undone that which should have been done?

To our Lodge No. 261, the year 1907 has been one to which, in years to come, we will look back with unusual satisfaction, for it has been to us a year of progress, harmony and pleasure. One of the last pleasant events was a visit from our First Vice Grand Mistress, Augusta M. Statzer. When the hour for opening came every sister, who was able to come, was there. After holding a very interesting session, Sister Statzer illustrated the Brotherhood Chart which was appreciated by all. The sisters lingered until a late hour, all regretting to say goodbye to the officer who has found a place in the hearts of our entire membership. Not only is it a pleasure to entertain our Grand Lodge officer, of whom we are so proud, but it is a great help to our order. It inspires each member to work for the good of mankind and our order, regardless of criticism. Another great help, as well as pleasure, is the privilege of visiting sister lodges from whom we gain much by our association with one another. In October the Aurora Lodge was delightfully entertained by the sisters of Joliet Lodge No. 117. We spent a very enjoyable day, for nothing was left undone by the sisters of 117 to make it so. Their hall, beautifully decorated in the beauties of autumn, together with the colors of our order, and a banquet, grand in every detail, was our welcome to their city. After the banquet we enjoyed their regular session which was closed by the presenta-

tion of their drill which was beautiful. After partaking of a dainty supper, the Aurora ladies left for their homes declaring the Joliet ladies experts as entertainers.

It is pleasant to look back over these enjoyable, happy occasions, but while doing so the thought comes to us, have we been altogether worthy of all these pleasures. The teachings and principles of our order make us desirous of living for and making others happy. There are so many ways of doing good that every one, no matter how situated, either by deed or influence, can do so. We know that for the sake of progress our best workers have suffered most, for it is the way of the world that those looking for and grasping new ideas must needs meet with opposition. Had Frances Willard been less courageous in her noble work and aspirations, the good that has been done through her influence might never have been brought about. We know that many a woman has been rescued from having to earn bread for herself and children, and perhaps a drunken husband, through the sentiment of the little white ribbon. All honor to Father Coffin, the friend of the Brotherhood, who so earnestly advocates the white button. We hope 'ere long it will adorn the coat of every railroad man and the Auxiliary will wear the emblem, the little white ribbon. Our heroes of the rail are leaders in the labor world, we would be only too glad to help them in a battle against the demon drink. Many a good and interesting article has appeared in the JOURNAL on Child Labor, the evils of which we see all about us. We see children at work who should be in school, children whose father is earning good wages, but whose pay check is never brought home. The abuse of liquor has robbed his children of that which rightly belongs to them and made his home unhappy. Surely there could be no nobler work for us than helping, be it in ever so feeble a way, to better these conditions, so that when the "Book of Life" is closed, to us may be appropriated the words of our Master, "She hath done what she could."

MINNIE STADTLANDER,  
Lodge No. 261.

Aurora, Ill.

### Ladies Auxiliary, Galveston, Tex.

I am in receipt of the B. R. T. Standard Watch, of which my husband is very proud. He was afraid before I received it that it might not be as handsome and equally as good as the one I earned for him last January. I am proud to say, however, that it is perfectly satisfactory, and I think he is even prouder of this watch than he was of the first one. I wish to thank you very much, indeed, for this beautiful watch.

MRS. BOB HOWARD,  
2407 Ave. E.

# EDITORIAL

Vol. xxiv.



No. 12

## The Trust Conference.

The trust conference, recently held at Chicago, under the auspices of the National Civic Federation, brought together many prominent financiers, business managers and publicists, who discussed the question of the uses and abuses of great corporations and the unfairness of the anti-trust act of 1890, in that it did not discriminate between the good and the bad corporations.

While debate was limited there were very many excellent discussions that showed a tendency to ask for regulative legislation before conditions demanded something more drastic in the way of government ownership or something worse.

Judging from general discussion the consensus of opinion appeared to be that the Sherman Act is too sweeping and it should be amended so as to distinguish between reasonable and unreasonable restraint of trade, the former being beneficial if duly controlled by legislation. It was also believed that corporations engaged in interstate traffic should not hold stock in other corporations likewise engaged. It was practically conceded that protection for investors and consumers must come through proper national regulation of combinations and through the enforcement of publicity and with due regard for the rights of the minority stockholders and the people.

Among the arguments presented for the proper conservation of the interests of the people was that of Judge Grosscup, of Chicago, who advocated a national non-partisan commission, representing capital, labor and

the consumer, to investigate and report such reforms as the existing industrial situation seems to demand.

It was generally admitted that overcapitalization should be prevented by government regulation through a commission that would investigate every application for a charter, thus preventing demands on the possible earnings in excess of their ability. The situation was demonstrated by Judge Grosscup substantially as follows:

"In this country," he said, "the corporation is a creature of the executive department of the several states, and issues out of such department almost as a matter of course. Neither the object for which the corporation is formed, nor the amount of its capitalization, nor the character of the securities issued commands any preliminary attention other than such as is merely perfunctory. Put your nickel in the slot and take out a charter is the invitation that the states extend, and in line before the slot machine, entitled, too, to an equal place in the line, are the corporate projects conceived to defraud as well as those that have an honest purpose. Neither is detained by so much as an inquiry.

"For indifference such as that I would substitute at the very threshold of the corporation's application for existence an honest, careful inquiry by some tribunal of government—a tribunal that will act only after it has heard—a hearing in which the public is represented by a district attorney, on whom is thus devolved the duty, not merely of pursuing the horse after it is stolen, but of seeing to it that the door is locked before the horse is stolen. And what honest project, I ask, can object to such an inquiry?

"The corporation as at present organized by the states has license to issue all the securities it chooses, and all the kinds of securities it chooses—securities whose place in the corporate geologic stratification no ordinary mind can locate; and

out of this have come the many instances of capitalizations that serve no purpose other than to exploit with one hand the consuming public, while baiting with the other that portion of the public that with hard-earned savings is looking for some opportunity to help itself along in the race of life. No honest project needs license like that. Let the initial securities issued be related in a fair business way to the actual values put in."

The jurist illustrated his main point by citing the local street railway situation and its genesis from the cradle built by Charles T. Yerkes. No names were mentioned, however.

"Take the well-known case of some of the Chicago traction companies," continued Judge Grosscup. "Without dividends, the securities issued would have remained near zero, and that, too, irrespective of how small the issue was; but the high dividends paid year after year until they were no longer questioned, the securities rose in the stock markets to par, to double par, and beyond that, irrespective of how large the issue was.

"It was not the capitalization, but the high dividends regularly paid for a long period, that did the trick; not real dividends in any honest application of that word to earnings, but trick dividends—dividends that stripped the enterprise of its power to keep up with its public duty; that let the enterprise gradually but surely run down; and that borrowed millions for dividends on the top of the depletion.

"Indeed, the whole transaction was a moral crime—a crime that robbed honest men and women of the accumulations of a lifetime—a crime that is not fully expiated either by arraignment before the bar of public opinion the men who got away with the plunder. I arraign, as accessory before the fact, the people of the great state who, scrupulously honest in their individual dealings, issued to the projectors of this crime the ready made corporate weapon without which the crime could not have been committed."

A do-nothing policy, added the speaker, should no longer be tolerated. He said he agreed with the President that the national incorporation of national enterprises should be one of the first official steps toward the new industrial era.

Finally the jurist touched on the depression and unsteadiness in New York banking and stock circles. Under this head he said:

"Should we do nothing about this problem for fear that conditions might be disturbed? It is out of this do-nothing policy that the problem has risen. But for that license the corporation scandals that confront us would not have been. Had the corporations been known trustworthy institutions, the wealth of the country, instead of being poured into Wall street, would have been expended elsewhere in the development of the country's industries—each community depending much more largely upon itself for the means of working out its own development.

"And had our development proceeded on such lines the bank failures that have been startling us for the last few days would not have occurred, for in nearly every instance such failure has been

due to some overleaping personal ambition having too easy access to great money deposits. No. No. The work to be done is not to tear down, nor yet again to let alone—the work to be done is to reform, if need be to rebuild, this intermediary between the country's wealth and the country's industries—to readjust it to the American instinct for fair play and for every man having a fair part in the affairs of life."

The one great question to be solved is that of what is a good trust and what is a bad one; another question in doubt is that of how much business ought to be done annually before it would properly come under the proposed regulation.

It is generally declared that the Sherman Act is prohibitive and that something ought to be done to amend it, but there is considerable fear that it might be amended to the disadvantage of everybody interested, therefore, the idea seemed to be that nothing should be done unless it could safely be brought about.

The conference adopted a set of resolutions, prepared by a committee representing all classes in attendance and they reflect the sentiment of the conference very well. They are as follows:

"After twenty years of federal legislation as interpreted by the courts, directed against the evils of trusts and combinations and against railroad rebates, beginning with the interstate commerce act of 1887 and the anti-trust act of 1890, a general and just conviction exists that the experience gained in enforcing these federal acts and others succeeding them demonstrates the necessity of legislation which shall render more secure the benefits already gained and better meet the changed conditions which have arisen during a long period of active progress, both in the enforcement of statute law and in the removal of grave abuses in the management of railroads and corporations. These changes now demanded are:

"1. Immediate legislation is required, following the recommendation of President Roosevelt and the interstate commerce commission permitting agreements between railroad corporations on reasonable freight and passenger rates, subject in all respects to the approval, supervision and action of the interstate commerce commission.

"2. The enforcement of the Sherman act and the proceedings under it during the administrations of Presidents Harrison, Cleveland, McKinley and Roosevelt have accomplished great national results in awakening the moral sense of the American people and in asserting the supremacy and majesty of the law, thus effectually refuting the impression that great wealth and large corporations were too powerful for the impartial execution of law. "This great advance has rendered more secure all property rights, resting, as they must, under a popular government on universal respect for

and obedience to law. But now that this work is accomplished, it has revealed the necessity for legislation which shall maintain all that the Sherman act was intended to secure and safeguard interests it was never expected to affect.

"As the next step in executing the determination of the American people to secure in all industrial and commercial relations justice and equality of opportunity for all, with full sympathy and loyal support for every effort to enforce the laws in the past, we urge upon Congress without delay to pass legislation providing for a non-partisan commission, in which the interests of capital, of labor and of the general public shall be represented. This commission, like a similar commission which proved most successful in Germany in 1870, shall consider the entire subject of business and industrial combinations and report such proposals as to the formation, capitalization, management and regulation of corporations (so far as the same may be subject to federal jurisdiction) as shall preserve individual initiative, competition and the free exercise of a free contract in all business and industrial relations.

"Any proposed legislation should also include modification of the prohibition now existing upon combinations on the following subjects:

"1. National and local organizations of labor and their trade agreements with employers relating to wages, hours of labor and conditions of employment.

"2. Associations made up of farmers intended to secure a stable and equitable market for the products of the soil, free from fluctuations due to speculation.

"3. Business and industrial agreements or combinations whose objects are in the public interest as distinguished from objects determined to be contrary to the public interest.

"4. Such commission should make a thorough inquiry into the advisability of inaugurating a system of federal license or incorporation as a condition for the entrance of certain classes of corporations upon interstate commerce and also into the relation to the public interest of the purchase by one corporation of the franchises or corporate stock of another.

"On no one of these subjects must what has been gained be sacrificed until something better appears for enactment. On each this conference recognizes differences between good men. On all it asks a national nonpartisan commission to be appointed next winter to consider the question and report at the second session of the approaching Congress for such action as the national legislature, in the light of this full investigation, may enact.

"5. The examination, inspection and supervision of great producing and manufacturing corporations, already begun by the Department of Commerce and Labor and accepted by these corporations, should be enlarged by legislation requiring, through the appropriate bureaus of the Department of Commerce and Labor, complete publicity in the capitalization, accounts, operations, trans-

portation charges paid, and selling prices of all such producing and manufacturing corporations whose operations are large enough to have a monopolistic influence. This should be determined and decided by some rule and classification to be devised by the commission already proposed.

"4. The conflicts between state and federal authority raised in many states over railroad rates, being now under adjudication and under way to a final and ultimate decision of the federal Supreme Court, this conference deems the expression of an opinion on these issues unfitting, and confidently leaves the great issue to a tribunal which for 118 years has successfully preserved the balance between an indissoluble Union and indestructible states, defining the supreme and national powers of the one, and protecting the sovereign and individual powers of the other."

The conference, of course, determined nothing. Its value is not to be underestimated, however, for it is reasonably certain that out of the discussion will come the basis for future legislation that will protect every feature of industrial operation, as well as every one connected in any wise with it.

As an evidence of the trend of sentiment among the corporations toward a healthier and fairer plan of operation, we quote from a recent letter of the President of the Steel Trust to one of his subordinates as follows: "I think your effort should be to ascertain whether the business of your company, of every kind and in all places, is conducted properly, honestly and with due regard to the rights of all others. If in any respect you are wrong you should get right and keep right. Your methods of doing business in every locality should be above reproach. If the public officials are convinced that your company is following the standard of justice there will be no serious trouble."

If this declaration produces no other effect it ought to be of some good as example for the other fellows who do not want to play fair. The expression is in keeping with the tendency of the times to be good before they are forced to be good or be put out of business altogether.

The wholesale ventilation of trust practices is bearing good results. The enforcement of law is doing its work toward encouraging public sentiment in the right direction and there are few captains of industry who have the courage to fly in the face of it.



## Old Age Pension For The Typographical Union.

The JOURNAL entertains a high regard for the Typographical Union for the reason, among many others, that it has raised its members to understand the spirit of sacrifice that is absolutely necessary to carry on a progressive and aggressive organization.

It is no perfunctory compliment we pay to the Typographical Union. It is a deserved tribute to an organization that has fought every inch of its way against the bitterness of the employer, the misunderstanding of the public and the use of improved machines of every description. We know of no occupation that has had to meet more advances in trade conditions. If it had not made the fight in the beginning, when the machine came in, stood for repeated advances and shorter hours, paid the assessments for every strike and kept its members who were out of work until they could get work, the printers trade today would be among the specialized industries with wages at the lowest point.

The trade is not particularly difficult to learn. Like everything else, certain ones are naturally fitted for it, and they will get the better positions. If it had not been for the Union, the trade today would be one of few good jobs and many poor ones.

Say what we may about the printers, we believe the strongest statement that can be made in their favor is, that they have never hesitated to pay assessments for progressive purposes. Their assessments have been heavy at times even to the point of being burdensome, but they have been borne, and in the end every workman and workwoman has benefited to a greater degree than the cost to them.

Not many organizations will stand the strain of assessments, particularly when they keep coming for a year at a time. The printers have stood for them and their trade today tells the story of their devotion to their principles.

At the recent convention of the Typographical Union preliminary steps were taken for the inauguration of a pension de-

partment for the aged members, a summary of which follows:

"Age of eligible applicants—60 years.

"Continuous membership in the I. T. U.—20 years.

"Amount of weekly pension—\$4.00.

"Source of revenue for fund— $\frac{1}{2}$  of 1 per cent weekly assessment on earnings of membership (estimated)—\$168,000.

"Amount disbursed yearly (estimated)—\$104,000.

"Balance for sinking fund, administering and incidental expenses—\$64,000.

"Qualifications of applicants are based on twenty years' continuous membership for members 60 years of age, who earn less than \$4.00 per week, in any one week, and who have no other income or means of support."

The plan by a referendum vote of the Union was adopted.

For more than a year an average of ten per cent of the wages of each Union printer at work were paid to carry on the eight hour work day fight. About \$3,000,000 was collected and disbursed. The pension department will be conducted in about the same manner as to collections. The proposition submitted to the printers purposes to have the International Officers place the applicants for pension on the rolls after each name has been submitted to the entire membership for approval. A single objection will make necessary a hearing by the Executive Council before a favorable report can be made on the application for pension.

The only part of the plan that does not appeal to us is that of not paying the man who makes more than \$4.00 a week at the expiration of the age limit. A man might be making a trifle more than that and still be far from enjoying a comfortable living. The pension would assist greatly. If there were but a couple dollars difference between work and idleness many of the men would take the pension and quit work.

We never did like a discriminatory plan of insurance of any kind. It is not fair to

invite idleness or indolence by offering reward. It is not fair to the man who can work to make him carry the burden all his life without recompense. Equality of assessment and benefit is much the better plan and if the man pays his assessments for a number of years then he ought to be entitled to the same benefits as his less fortunate associate receives, who perhaps is responsible for his own poverty and broken health. It is a question that frequently comes up for decision in fraternal and co-operative associations and must be managed with a great degree of charity, but even charity demands unfair concessions at times. But, this is a case for the printers to decide.

Back of the plan is to be found a willingness on the part of the younger men to help the older ones; there is a certainty that each member is helping himself and the added advantages ought to appeal to the good sense of every man in the trade who is out of the Union and urge him to get into it.

The printers are favored by occupation that is not dangerous. Working under proper sanitary conditions they have every reason to expect to work out nearer their full term of years than many other trades employes can hope to.

Take the railroad men, for instance, with one train or yard man injured, annually, out of each eight employed and one out of each 133 employed killed annually, the proposition would present greater difficulties in the way of assessments. One man injured out of every eight employed is a terrible record of industrial sacrifice, and as the injuries vary in degree to the limit of incapacity, the pension plan for railroad employes would be a costly one for the men because it would have to include disability as well as old age. The better thing for railway men would be a government rule compelling the employer to pay the old age or disabled employe a certain amount for the remainder of his days. That, however, is a remote proposition.

The old age pension is in effect in certain European countries, but it has not gotten beyond the stage of inquiry in this, and that in but two states. As a rule, we have paid more attention to liability laws than we have to pensions. The printers have certain advantages in their occupation and greater ones in the education they have given their members in the payment of assessments. The JOURNAL entertains every good wish for the success of their venture.

---

## Criminal Carelessness On The Part Of Railroads.

---

Under our laws, a person who commits murder, and against whom the charge can be proven, is punishable to the full extent of the law. A corporation, however, appears to be immune from the operation of the law that holds the individual criminal to its strictest provision.

The latest report of the Interstate Commerce Commission, issued for the year closing June 30th, 1906, shows a steady increase in the number of deaths and disabilities of the men employed in the train and engine service.

The adoption of the Safety Appliance Law was expected to do away with the heavy list of deaths and disabilities that

have made employment in the transportation service regarded as extra hazardous, but while the enforcement of the law has appreciably diminished the deaths and accidents from certain causes, it appears that they have been increased from certain other causes.

We find that the heaviest increase is due to falling from cars and engines. There is no question but what the reason for this increase is in the partial enforcement of the Power Brake Law. It is a general practice to require men to do a certain amount of hand braking, and with the train partly equipped with air, the position of the man who is compelled to go on the top of

a moving train has been made more dangerous than it ever was.

Another reason for deaths, that appears to us to be the result of criminal negligence on the part of a number of the companies, is that of compelling men to go between cars to chain them together. There may be times when this is absolutely necessary, and its avoidance an impossibility, but we believe in the majority of cases where deaths have occurred through this reason, that it was wholly unnecessary, and the employer, or the person, who issued the order, compelling the employe to perform the service, should be held responsible for the act.

The late Convention at Atlanta took a decided stand against the practice, and by resolution directed the Grand Master to bring the matter to the attention of the President of the United States.

In order to show the effect of the practice of chaining up cars, on our own organization, the following casualties are herewith offered, which have occurred since the beginning of 1907. They are as follows:

*March 5th.*—William E. Toy, Lodge No. 572. Left hand caught in wire cable, used to pull car, with defective coupler. Hand amputated. Lackawanna Steel Co., Buffalo, N. Y.

*Feb. 24th.*—J. J. Ryan, Lodge No. 96. Crushed between engine and car, while trying to unchain them. A. T. S. F. Ry., Dodge City Kansas.

*March 21st.*—S. J. Hollis, Lodge No. 637. Crushed while coupling engine to bad order car. C. R. I. & R. Ry., Dalhart, Texas.

*June 8th.*—B. Andersen, Lodge No. 372. Left hand amputated; coupling cars with link and pin. Port Reading, N. J. P. & R. Ry.

*July 22nd.*—C. D. Gunnells, Lodge No. 590. Crushed by two cars, chaining same together. A. G. S. R. R., Bessemer, Ala.

*June 22nd.*—T. J. Horning, Lodge No. 261. Crushed between two cars chained together. Pennsylvania Co., Columbus, Ind.

*July 2nd.*—T. J. Reilly, Lodge No. 659. Crushed while uncoupling two cars chained together. S. L. & S. F., Madill, Ind. Terr.

*Aug. 7th.*—J. F. Loud, Lodge No. 343.

Crushed between engine and bad order car. Maine Central R. R., North Maine Junction, Me.

*April 30th.*—C. R. Northcott, Lodge No. 489. Crushed between cars, on account of defective coupling. S. L. & S. F. R. R., St. Louis, Mo.

*June 11th.*—J. L. Burnett, Lodge No. 501. Crushed between two cars chained together. K. C. S. R. R., Frierson, La.

*March 4th.*—J. H. Lauder, Lodge No. 110. Crushed between cars, making chain coupling. P. V. & C. R. R., Wheeling, W. Va.

*April 20th.*—J. F. Foley, Lodge No. 307. Crushed between bad order cars. Spokane Falls & Northern, Curlew, Wash.

*March 2nd.*—Allen Ziegler, Lodge No. 387. Crushed while trying to uncouple two cars chained together. B. & O. R. R., Philadelphia, Pa.

*March 14th.*—F. F. Thorpe, Lodge No. 376. Crushed while chaining up car to engine. C. of Ga. R. R., Macon, Ga.

*Sept. 26th.*—Earn Davison, Lodge No. 737. Crushed while chaining together two bad order cars. Ohio Erie R. R., Garrettsville, Ohio.

Our members will not lose sight of the fact that in performing a duty of this kind, the employes are doing so by the orders of their employers, who are held according to the terms of the Employers' Liability Bill.

The law itself is waiting for final interpretation at the hands of the Supreme Court, and, if it is worth anything, every case of the kind herein mentioned, properly comes under its jurisdiction. The responsibility of the employer is in no wise diminished, because of the necessity for the performance of this service, and if every due precaution for safety is used by the employe, we cannot see where there is any reason why the protection of the law should not apply in each instance.

It is to be hoped that our members will pay strict attention to every case of this kind, and take every precaution to insure the prompt application of the law.

An idea of the merciless slaughter of our railroad men can be easily gained if it will be remembered in the beginning that for

every 133 men employed there was one killed and for every eight men employed there was one injured for the period covered in the last report of the Interstate Commerce Commission. If war were as dangerous as a job on the freight trains or in the railroad yards of this country there would be no need for long drawn out peace conferences to prevent it.

The death and disability rate is increasing. There is a slight falling off in deaths and disabilities from coupling and uncoupling cars but the losses from falling from trains overcomes the diminishing number of casualties from coupling cars.

If there ever was an argument in favor of the Employers' Liability Law the latest report of the Interstate Commission furnishes it. No stronger case could be offered than the death and disability rolls that show there were 3,807 railroad men killed and 55,254 injured in the performance of their duty for the period covered by the report.

Many of the injuries result in permanent disability and shut off all earning capacity of the injured. It is a terrible record of death and injury that cries for redress and the strict application of every law enacted for the protection of the men.

---

## Strike—Huntingdon And Broad Top Mountain Railway.

---

A strike was ordered at midnight, October 26th, 1907, on the Huntingdon and Broad Top Mountain Railroad, by the organizations representing the Conductors, Firemen and Trainmen.

As soon as the strike was ordered, the members of the Brotherhood of Locomotive Engineers, six in number, resigned their positions because they did not want to jeopardize their lives by working with the new men. Out of one hundred and five men employed on the line, one hundred and four voted in favor of a strike to bring about increased wages and better working conditions.

The company was able to keep its passenger trains running with the assistance of two passenger engineers, one fireman, one passenger conductor and four relatives of the superintendent and general manager, who were in the passenger train service.

The freight traffic of the railroad was very seriously affected, and there never was a time during the entire thirteen days of the strike when twenty per cent of the normal freight traffic of the road was moved. The company secured a large number of men, two hundred at least, to take the places of the strikers. The state con-

stabulary was brought to Saxton, Pa., to protect the new employes, and for the protection of the company. They were later replaced by the coal and iron police, but at no time during the strike were their services needed.

There were no overt acts committed by the men involved in the trouble, and at no time during the strike was there anything done that was contrary to the law, or that would jeopardize order. The strike was the outcome of a request for better conditions, made on July 6th, 1907. The committees were put off from time to time until they were finally refused any concessions whatever. On October 31st, Brother Hurley, Assistant Grand Chief Engineer of the B. of L. E., arrived at Huntingdon, Pa., and after going over the ground leading to the strike, and learning the position of the members of his organization, he sought an interview with Mr. Gage, the vice president and general manager. This request was complied with by Mr. Gage, and as a result the committees again met with him on November 7th.

Before starting in on the negotiations leading up to a settlement of the strike, it was arranged that every employe on strike would be returned to the service and the

strike breakers dismissed. The question of rates and working conditions were afterward taken up, and at the conclusion of the conference, a splendid increase in wages was granted all of the men in the transportation service, and the hours were reduced from twelve per day to ten and a half. The new schedule computes the time of the men from the time they are called for service.

At a meeting of the officers and committees, together with the employes, held at Saxton, Pa., on November 8th, the men agreed to accept the settlement made by

their representatives, and they returned to work. They have all expressed themselves as being very well satisfied with the new agreement, and pledge their support to carry out every part of their contract.

The men on this system are to be congratulated on the successful outcome of their efforts, and are especially commended for their general loyalty to the cause they had espoused. None of the men deserted, and all of them were returned to the service in their original positions, without prejudice.

## A Rich Man's Reason For High Prices.

John V. Farwell, of Illinois, is supposed to have considerable money, he also has plenty of gratuitous advice to the people generally, for there are few subjects on which he does not feel well able to set the rest of us right. Frequently he is like all the others of his kind who feel that because they are money bilious every one else ought to have financial liver trouble.

Mr. Farwell is much exercised because the prices of everything are so high. He has the exact cause all laid down for us and it is because wages have been raised so high that the prices of everything else have to be brought up to the wage increase, so the employer could live.

Mr. Farwell tells a strange tale even for him. He refers to the ten per cent of the working people in the trade unions and then holds them responsible for the high prices of all living necessities because their wages have been raised so high that the manufacturer has had to raise prices to break even.

Mr. Farwell merely talks what he believes ought to be instead of saying, what is. Prices are 40 per cent higher than they were ten years ago and the average increase in wages has been 17 per cent, which any one but Mr. Farwell knows means a difference of 23 per cent in favor of the employers.

In a letter to the *Chicago Record-Herald* he said:

"The recent application by a manufacturer for an injunction to restrain labor unions from boycotting individuals not belonging to their unions and manufactories employing non-union labor will mark a new epoch in labor union history if the courts hold that such action is legal.

"This nation was born in an effort to restrain individual liberty and has grown to its present magnitude as an influence among the nations by maintaining that principle in governing men in every branch of its wonderful progress. It is only within a few years that labor unions have attempted to change this law of equal legal rights among all men, from the poorest to the richest citizen, by making rules to ignore every man and every industry not inclosed within their jurisdiction, and this is today the greatest menace to our future progress.

"We have only to inquire what relation capital has had in producing such national prosperity as we have experienced in the past, before labor unions were organized to dictate industrial regulations, to find out the equity of their actions.

"All will agree without exception that in our free government the accumulation of capital was the initial basis of our rapid growth. No railroads would ever have been built without it, combined with government aid, and without railroads the country west of the Mississippi would still have been tenanted by the Indians, and east of it would be sparsely settled by farmers, just living on what they could raise, without any chance of selling any of their products. My father, as one of the settlers of Illinois in 1838, had that experience, where land is now worth \$100 an acre, while then only the most favored locations were taken up by settlers at \$1.25 per acre.

"This development of landed interests from \$1.25 to \$100 per acre was started by railroads and continued by the use of capital in the establishment of factories for making all kinds of materials for satisfying human needs and luxuries, until now we are the richest nation on earth, and more men are employed, at better wages relative to population, than in any other country, although ours is the youngest nation of any consequence on this globe.

"Liberty of conscience and liberty of brains and muscle account for these results. Labor unions, which probably represent less than 10 per cent of the labor of the United States, by requiring fewer hours and more money for a day's labor in large cities and large industrial plants have increased the price of all manufactured articles, and in doing so have increased the cost of living for the common people—say 95 per cent of the population, including themselves—as every manufacturer who increases wages is compelled to raise the price of his products.

"Hence the common people and not the capitalists are the ones most interested in curbing their influence for their own benefit. Think of less than 10 per cent of laboring men assuming the power to boycott 90 per cent of it and all their employers, and hiring men to prevent their laboring in places where they have struck and left and the public from patronizing their employers because they employ non-union men, and this in a country built up on individual liberty for every man to choose his own means of earning a livelihood!

"Capital and labor are and always have been interdependent, and the facts of the last twenty years in labor strikes in attempting to rule capital have demonstrated that the country has suffered immensely, laborers especially, from not in some way compelling the abolition of the boycott by a small fraction of our fellow citizens against capital and the great majority of our citizens.

"This injunction case should receive the earnest attention of the lawyers and judges, compelling labor unions to respect the rights of all instead of the right of one-tenth of the labor of the country to run its industries for their own benefit alone, without any regard for capital and the great majority of the citizens, and if further legislation is necessary the people should demand it, as the only guaranty that our free government can longer exist for the benefit of all.

"Honest combinations of capital are always made to lower the price of their products, and thus competition works for the general good. Labor combinations are for the purpose of increasing daily wages of a few, which by these labor combinations have been trebled since I was a young man by abolishing honest competition in the labor market; while every manufactured article of need or luxury has been decreased in like proportion until labor unions, to increase wages, made it necessary to increase prices.

"The cost of cloth for my clothing when I was a young man sixty years ago was three times what it is today, as was the cost of all manufactured

articles for luxury or actual necessities, showing conclusively what combinations of capital have done to reduce prices in the past.

"There are dishonest combinations of capital to increase prices of all manufactured goods, and the government is now prosecuting them to prevent their continuance. Let the government prosecute labor unions for the same purpose if private individuals fail in it, and we will see another epoch in national progress worthy of the 'land of the free and the home of the brave.'

"JOHN V. FARWELL."

In his letter Mr. Farwell rattles around like a falling tin can. He seems to think that capital is a living, breathing agent that spreads its wings over certain territory which immediately opens up for settlement and offers like advantage to all people without their turning a hand. It never occurs to him that back of every dollar of investment there were the sturdy arm and the active brain of labor without which the dollar would have rotted or rusted in its impotency. He does not know that without the sinews of labor and the capacity to put those dollars of capital to work that his father's farm would have been as far from civilization as if it were in the moon.

He said that the unions represented less than 10 per cent of all the labor of the United States, yet this inconsiderable percentage of labor has increased the price of all manufactures, and in another paragraph he declares that labor unions are for the purpose of increasing the wages of a few. His argument is a strange mixture of contradictions, based on his prejudices and ignorance.

That ten per cent of all labor appears to possess wonderful abilities. It raises the wages of a few and thereby increases the cost of all products, it secures increased wages for the few and raises the cost of living because of the increase of wages, and just how this 10 per cent can do so much and yet amount to so little is not understood.

There is not much use in arguing with a patriot of this calibre whose sole idea is the "land of the free and the home of the brave" and fifty cents a day for the man who works.

He talks about 10 per cent of the people doing all these things and does not seem to be aware that he admits there are more

workmen who have not had their wages raised than those that have. There is an army of the unorganized who haven't received one cent advance in the past fifteen years. They are in the majority, they are all workers, they have not raised prices. He overlooks entirely the increased production made possible by skill and machinery that deserve higher wages. He admits that the majority have had no wage increases, then, how can he reconcile his theory of wages and prices with the facts even as he has explained them.

He refers to "honest" competition as if it existed among business men. He knows there is no such thing, correctly speaking, and if he does not he can read the papers and learn all about it from the open admissions of guilt made before the courts. Where are the "lowered prices" to which he refers? The people cannot locate them.

Of the cost of living there is much to say. Of the increased wages there is not so much. The most careful authorities can not see where there has been an increase of more than 20 per cent in any given occupation in the last decade. There is no trouble for the consumer to figure out where prices have increased 40 per cent in that time and they are going skyward every month.

The most vital question before our people is how to live. This question affects everybody, but it affects the working man the most, for he has no time to waste, no surplus on which to fall back when work cannot be had.

Every person who reads this knows how much more he is paying for things now than he did a few years ago, he also knows how much more he receives for his work. It is true that our railroad readers have profited to a greater extent than any other class of workers on this continent for our increases in money have averaged close to 25 per cent or better in the past four years and taking the preceding years into account they have gone above 35 per cent, but of the others that much cannot be said.

But we need not present our facts, nor Mr. Farwell's idle chatter, on the question of wages and price to prove the case. The Government pays attention to both matters; and it has issued a report which shows

that the wages of the great majority are the same they were ten years ago. The cost of living is also shown as having advanced 40 per cent in that same time. It also shows that wages were slightly ahead of prices in 1906, but 1907 will not make any such showing. This is prosperity for the capitalist and poverty for the worker. His prosperity consists in having work; the prosperity of his employer is in his having the money.

If Mr. Farwell's theory is correct why is it that wages are higher in the cities than in the small towns? It might be worth while for him and his kind to acknowledge the world-wide fact that wages always tend toward the lowest point at which the worker will consent to live and wages are right there now. If nothing fixed wages but the value of the product, without reference to the cost of living, they would always be easily fixed.

The cost of living is higher in the city than in the country, therefore, wages are higher in the city.

Why do we fear cheap labor? Simply because it lives cheaply and drags all competitive labor down to its living level. The Jap works hard, long hours, spends little money foolishly, but he is a cheap liver and he threatens all of us with his standard of living.

Let us take briefly from the Government reports what the real conditions are. There are about a million families averaging six and one-half persons to the family whose earnings reach \$53.00 a month. There are about 25,466 families living in this country whose annual income reaches \$751.34. These figures are composite and are made up from a limited number of families on which the general estimate is based. If there is any question as to the general average it is because the earnings are based on work for every day without taking out any work days for illness, injury or other causes. It means work for every day.

What do these figures mean? The housewife who spends the money knows it means less good groceries and meat, less fruit, fewer clothes, less recreation, early employment for the children, prohibitive prices for almost every living necessity and an endless struggle between decency in life and a despairing, sodden existence dragged

through ceaseless toil until the end comes in the charitable institution.

This is not the story of the very poor. It is the tale of the brain and brawn of the American workman who has not found a wage increase because he retained his "liberty of conscience, his independence, his freedom from the tyranny of labor unions" and all that sort of thing that is going to secure a crown of glory for him as soon as the employers can get together and agree on the design. It might be appropriate right here to suggest a long eared "hee, haw" with the oats just out of reach, set in a beautiful background of green lemons.

We have been treated to all sorts of argument on this question, but it remained for Mr. Farwell to set us exactly right. There are any number of persons who are interested in the subject who do not come within Mr. Farwell's class.

What it costs to live within the meaning of the American standard is the great question. Authorities differ but none of them says that it is less than the figures fixed by the Government.

Mr. Arthur B. Reeve recently wrote for *The Independent* on this question. He in part said:

Last year five prominent social workers came together in New York, and, after fixing on a typical family of man, his wife and three children under earning age, the result of their calculation was that \$981 was the minimum wages that such a man must earn to support his family decently; \$3.10 a day for 300 working days.

The question was then submitted to sixteen other social workers in close touch with actual cheap living conditions. One group of six combined in averaging their estimates, and the result was placing the figure at \$942 a year. The other estimates were \$768 (two estimates), \$879, \$900, \$901, \$986, \$1,078, \$1,894, \$1,403 and \$1,449. It will readily be seen that a reasonable average of these estimates is \$950 a year as the cost of a normal standard of living of such a family in New York City.

New York City is by no means the only city which is investigating the cost of living at the present time. It has been calculated for Chicago by investigators at \$900, by New Orleans investigators at \$1,000, and by Philadelphia investigators as low as \$600, the difference arising through the inclusion of items like insurance, savings, vacations, reading and other "cultural" expenses in the higher estimates and not in the lower. The standard of living fixed in Philadelphia was an exceptionally low standard and one probably more closely resembling a sub-normal standard

than any of the others. These were all for families of six persons.

One of the latest of these investigations is that of Baltimore, which has resulted in the conclusion that \$750 a year is the minimum amount required by a family of six persons. This investigation was made by the Maryland Bureau of Statistics, which has just issued a report. This report places the figures thus:

|                                  |       |
|----------------------------------|-------|
| Rent .....                       | \$180 |
| Market and groceries .....       | 364   |
| Clothing .....                   | 85    |
| Insurance .....                  | 18    |
| Amusements and incidentals ..... | 10    |
| Doctor and medicines .....       | 20    |
| Carfare .....                    | 30    |
| Coal and light .....             | 35    |
| Total .....                      | \$742 |

Of course, these figures give no luxuries, nor do they provide for much holiday in summer or winter. The item of rent is as low as it could possibly be placed and carries the family out into the suburbs, necessitating carfare to and from work. Says the report:

"Baltimore is cheaper to live in than either New York or Chicago, but even so the living on \$742 a year would be nothing to boast of when we consider the thousands who are living on much less."

It is interesting to note that the average of these estimates by twenty-eight different people in various parts of the country is about \$988. This figure can in no sense be offered as anything more than a shrewd guess at a decent cost of living, but as such it tends to show that to maintain a minimum "American standard," of which our oratorical political economists profess themselves so proud, it is necessary for the wage-earner of a family group of five or six to earn about \$940 a year, \$3.13 a day during 300 days.

Among the causes for the increase in the cost of living some weight must of course be given to the great increase in the production of gold in recent years. Thirty years ago the world's stock of this precious metal was only \$1,600,000,000; today it is more than \$6,000,000,000. Since 1875 the increase has been more than three times as great as the entire stock in hand in that year. Last year the production was more than \$400,000,000, and it is likely that that average will be equaled for the next twenty years at least.

But the only effect that can properly be ascribed to this factor is that of a general leveling up of prices and a steadying of the markets of the world. The laboring man suffers, if anything, since the benefit reaches him after a gradual process of filtering down through the other mediums of production and exchange, and is likely to be delayed a decade before landing finally in his hands. As a matter of fact, the problem remains about where it was as regards the relation of the different human factors.

We find ourselves forced to conclude that there has been such an increase in the cost of living that the average of \$938 in 1906 is equivalent to



\$670 in 1896. To buy now what \$1 bought in 1896 \$1.40 is required. Assuming, for the sake of argument, that the wage scale of 1896 was such as to furnish the workman with an adequate standard of living, the question now arises: Is the American workingman, whether of hand or brain, receiving \$1.40 today for the same work he received \$1 for in 1896?

It is true that among large numbers of workmen there has been an increase in wages ranging from 5 to 12½ per cent during the past year, with the greater number probably at 10 per cent. But do these increases, taken together with the increases received at various times during the past decade, counterbalance the 40 per cent increase in the cost of living? The increase in income has been first of all in the incomes of the organized bodies and capital and labor. An increase, smaller without doubt, has taken place in the wages of unskilled and skilled labor that is not organized, for these are the people that feel the effect of good or hard times first of all, being on the firing line so to speak. But the smallest increase of all has been among the workers of the middle class, unorganized, whose affiliations and tastes are with the capitalist and whose interests are in reality more closely allied with organized labor—the great mass of people between the upper and nether millstones of organized labor and organized capital.

Mr. J. G. Schonfarber, who made the Maryland investigation, points out:

"It will be easily found that if there has been any increase of wages approximating anything like the cost of living it has been mainly in those trades which were thoroughly organized and could by numerical force and combination enforce their demands, and this is true, because all the newspaper reports of the increases of wages have been in the railroads and building industries, etc. We know that all these wage increases were among organized railroad hands, textile workers, or building trades mechanics. But as far as salesmen, for instance, are concerned, as indicative of men with fixed salaries, there was neither an increase in the yearly earnings nor a proportionate decrease in the hours of work."

Probably the only test of the general rise, if any, in the money wages level in the country is furnished by the statistics of the railroads. Unfortunately, even the few statistics on this sub-

ject are usually over a year old by the time they reach the public. But according to *Moody's Magazine* the general rise since 1896 has been about 20 per cent for railroad men.

"As about half of the employees of railroads consist of skilled and about half of unskilled labor, and also about half of organized and half of unorganized labor, it is safe to assume that the average rise of money wages of railroad employees is a fair average for the whole country. This being true, it would appear that money wages will not now average more than 20 per cent higher than they averaged ten years ago."

The problem that faces America in the year of grace 1907 is of this difference between 20 per cent wages and 40 per cent cost of living above those of a decade ago. Agitation, investigation, commissions, and income and inheritance tax suggestions all have to do in reality with the question who is getting the "rake-off." The lesson of production we have learned and learned well, we have yet to learn the lesson of distribution. That is the cause of a growing discontent when trade returns seem to show on the face of the figures an era of unheard-of prosperity. Prosperity matters little to the great middle-class consumer, however, when he gets the idea that he is paying the cost of it, and not receiving his proportionate share. That is the dark side of good times—the problem: Who is paying for prosperity?

With all courtesy to Mr. Farwell, the matter can be summed up:

|                            |             |
|----------------------------|-------------|
| Living increased . . . . . | 40 per cent |
| Wages increased . . . . .  | 17 per cent |
| Employers' gain . . . . .  | 23 per cent |

If Mr. Farwell can reduce the cost of living 23 per cent we will listen to him.

He does not understand that the standard of living has gone back for the millions who have not received increased wages. Living standards depend on wages, not wages on living standards, although acquaintance with better things will encourage men to demand them, and when they possess sufficient power to enforce their demands, by refusing to work for wages that will not insure them.

## A Careful Decision In Favor Of The Safety Appliance Law.

Judge Thomas C. Munger, in the District Court of the United States for the District of Nebraska, rendered a decision against the "Burlington" that contained as good, if not the best, reasoning that has accompan-

ied a decision in a case of the kind in a long time.

First, the Judge held that the law meant just as it read and did not mean that Congress left the full interpretation of its in-

tent to the court. The Judge accepted the spirit and letter of the law as meaning that the law was in effect all the time and not out of operation between stations, as certain railway companies have contended when injuries have resulted, because of defects in equipment that were not remedied at inspection stations or that occurred along the road.

Defective appliances are defective wherever they are found and if the law means anything it certainly means to protect the train and yard men against such defective appliances. There are many deaths and injuries sustained each month because of men being forced to go between cars, or under them, to chain them up, to repair damaged couplers, air hose and appliances and, in many other ways, defective appliances cause death and injury.

Another question that meets with our full approval is the one accompanying the decision on the "height of draw bars." This is a question that generally has not been agreed upon. There has been argument as to when the measurements should be made, that is, whether the height should be taken when the car was loaded or when it was empty. Careful opinion inclined to the notion that the measurements should be taken when the car was empty and that it should not vary when loaded beyond the standard fixed by the act. Otherwise, there would be no fixed standard of measurement. The Judge was not so particular as to that but he did decide that the maximum as given in the law was the maximum difference at all times and that is good enough for us.

The Judge decided that the law was operative all the time and whether the employer knew of the defect or not he was responsible to the law. This decision should go to help out the standing of the employe in cases brought for injury under the provisions of the Safety Appliance Act.

The JOURNAL is pleased to be able to give the decision in full. It reads:

UNITED STATES vs. CHICAGO, BURLINGTON AND QUINCY RAILWAY COMPANY.

(In the District Court of the United States for the District of Nebraska.)

SYLLABUS BY THE COURT.

1. Knowledge is not an element of an offense under the Safety Appliance Act. The fail-

ure to include knowledge as an element of the offense must have been present in the mind of the enacting body and its omission was intentional in order that this statute might induce such a high degree of care and diligence on the part of the railway company as to necessitate a change in the manner of inspecting appliances, and to protect the lives and safety of employes from accident due to a defective appliance such as is designated in this act.

#### STATEMENT OF FACTS.

The Interstate Commerce Commission lodged with the United States attorney information showing violations of the safety appliance law by the Chicago, Burlington and Quincy Railway Company. There were two petitions, one alleging the hauling of a car with a defective coupler, and one alleging the hauling of two cars with defective couplers and one car with missing hand holds. The petitions were consolidated. Defendant made general denial as to all the counts and at the trial offered evidence to show due diligence in inspection and repair of the cars alleged to be defective.

Charles A. Goss, United States attorney, and Luther M. Walter, special assistant United States attorney, for the United States.

Green & Breckenridge, for defendant.

(October 5, 1907.)

THOMAS C. MUNGER, District Judge (charging jury):

In the case now on trial, both parties have presented motions asking that the jury be peremptorily instructed, and I have considered the requests and have concluded peremptorily to instruct the jury on each count in the petition.

The facts showing a violation of the act of Congress relating to safety appliances are sufficient to support the petition in each count, provided it is not necessary that the carrier shall knowingly offend against the statute. If the statute declares an offense whether the act denounced by the statute is knowingly committed or not, then the case is sufficient upon the undisputed evidence to require a verdict in favor of the Government.

There is considerable contrariety of opinion between the different courts as to the proper construction of this act in decisions arising under it. I have reached the conclusion that knowledge is not an element of the offense under the statute. The chief purpose of the act of Congress, as pronounced by the various courts that have passed upon it, was the protection of the lives and the safety of the train men who have occasion to pass between the cars or to work in and about them, and the act should be construed so as to give this intent full force if such a construction can be given to the act without doing violence to the language. Any other construction than this requires not only that the carrier should fail to have the cars properly equipped, but also that the defect should have existed for such a length of time as would rea-

sonably allow the presumption of inspection and notice on the part of the carrier. That interval would then depend upon the verdict of the jury in each instance—in some cases it might exist only for an hour; in other cases it might exist for days, or for a sufficient number of hours to move from one inspecting station on the railway to another inspecting station. No relief is provided during that period of time, and we would have to place this construction upon the act: That Congress did not intend to protect the lives and provide for the safety of a train crew during such period as the jury would find would be sufficient for the company in the ordinary method of doing business to discover and remedy this defect. This seems to me an unreasonable construction. If the offense that is specifically charged here depends upon its being knowingly committed, it would seem that under each section of this act, in order to render a railway guilty of non-compliance, such an offense should be knowingly committed, and that leads to what seems to me an absurdity. For instance, the fifth section of the act requires that the standard height of the drawbar above the top of the rails is to be fixed at a certain distance, from which distance a maximum variation is allowed. Now, then, if the act is not violated, when there is a variation within that maximum distance, then it would appear that if there is an additional variation of another inch, or 2 or 3 inches, not knowingly allowed, and there has been ordinary care and diligence used, no offense is committed under this act. By the same process of reasoning under section two of the amended act, it would not be a violation of the law to have less than the designated percentage of cars operated by power brakes, but

such less percentage must be known to the company.

I find upon an examination of the opinions cited in the argument that there have been decisions by a number of courts, all holding, in effect, that knowledge and diligence are not ingredients of the offense. (*United States v. Southern Ry. Co.*, 135 Fed., 122; *United States v. C. M. & St. P. Ry. Co.*, 149 Fed., 107; *United States v. G. N. Ry.*, 150 Fed., 229; *United States v. S. P. Ry.*, 154 Fed., 897; *United States v. Atlantic & C. Ry.*, decision by Judge Purnell, May 11, 1907.) While the decision in the case of the *United States v. A. T. & S. F. R. R.*, 150 Fed., 442, to the contrary, is recent, and a very able decision to the contrary, yet it seems to me that Congress having the power to make certain acts an offense regardless of knowledge, and having failed to make knowledge an element by express words in this act, it must have been within the contemplation of Congress that accidents were liable to occur between stations and for some time before repairs could be made, and that therefore the failure to include knowledge as an element of the offense must have been present in the mind of the enacting body. Its omission was intentional in order that this statute might induce such a high degree of care and diligence on the part of the railway company as to necessitate a change in the manner of inspecting appliances, and to protect the lives and the safety of its employees provided the accident occurs from a defective appliance such as is designated in this act.

And for these reasons the jury will be peremptorily instructed to return a verdict for the Government on each count of the petition.

## Things Doing.

**Not Injunction Government.** Section 25, Bill of Rights of Oklahoma intends to do away with the injunction as a part of its government. It reads:

"The Legislature shall pass laws defining contempts and regulating the proceedings and punishment in matters of contempt; Provided, That any person accused of violating or disobeying, when not in the presence or hearing of the court, or judge sitting as such, any order of injunction or restraint, made or entered by any court or judge of the State, shall, before penalty or punishment is imposed, be entitled to a trial by jury as to the guilt or innocence of the accused. In no case shall a penalty or punishment be imposed for contempt until an

opportunity to be heard is given." (Sec. 25, Bill of Rights.)

This is the first instance of the kind in this country and it ought to assist in forming a national law covering the same ground.

In labor disputes, particularly, the injunction has been made to take the place of the common law whenever the employer wanted to do something that did not find warrant in the law.

There has not been a single injunction granted in advance of a strike, to restrain it, that was not set aside on hearing and as the right of employees to work or not to work has been established there is no reason for permitting the courts to continue to

step in and order men to work when they know they are doing so to their disadvantage.

We hope that Congress will do something to protect employes from the unfairness of the courts that show a too ready disposition to interfere with their acknowledged rights as citizens and employes.

If there is one thing that always makes you want to swing a stuffed club across the maw of a man it is when that same man opens his face to ask us: "What has the Brotherhood done for me? Tell me, and after you do certain other things to my liking I will join, etc." Don't it gripe you?

Twenty years ago, in the days of our first settlements, such a question was enough to make an energetic Brotherhood man hump his back like a mad cat and say sharp things to the mental, and otherwise, degenerate who sought to drag off every dollar the Brotherhood had secured for him and, accepting it like a back door bum, beg the question of what the Brotherhood had done while fingering the money its committees had secured for him and refused to become a part of the organization that worked and paid for what he received in wages and better conditions. And now with so much more done for him his question is doubly aggravating because we know he knows the answer.

There is excuse for a few men when they do not get into the Brotherhood, but not for many of them. There is not one man in a million who stays out of it because he does not believe in it. He does believe in it and he proves it every day he works under conditions it creates and maintains for him.

It is the man who does not belong who finds the greater part of the fault with what the organization has not done; it is he who is the first to ask what the committee has done and where he will come in on it; it is the self same hobo who reviles the failures and accepts without thanks the good things that come to him and who when asked to become a part of the organization gets out of it by asking the silly

question: "What has the Brotherhood done for me?"

If the Brotherhood could do just one thing every skulker would run his legs off after an application and fight for membership. It is this. Let the wage increases that have been secured through the influence of this Brotherhood of Railroad Trainmen be paid to road and yard men only who are members of the Brotherhood. That would show up a lot of cheap critics who would receive about a dollar and a half for sixteen hours' work, or more, with all their privileges and rights gone from them. Imagine, then, one of the independent, "never did nothin'" fraternity stand off to ask what the Brotherhood had done. Tut, and then some. You couldn't keep him out of the Brotherhood with a rapid fire gun.

All non-air men are not this kind, however, for some of them are waiting to be asked to come with us. Ask them yourself; we need them.

This is an excellent time for every member of this Brotherhood to stand determinedly for what he has secured in the past in wages and working conditions.

The panic, we hope, will be only temporary, but right now the money market is frost bitten and the future will need to have time to settle down to its old time steadiness and confidence.

There was too much of a good thing for certain persons who were not satisfied to get along with it and they had to crowd it by dishonest methods until confidence gave way and the demand for ready money demonstrated how little of it there really was to be had in a pinch.

But, confidence is reassured and it is expected that in a short time prosperity will again resume work where it left off and that business will be the better for the temporary flutter that scared the market closer to destruction than it has been in fourteen years.

There is never a time when money becomes tight, but that certain fearful captains of industry commence to retrench by shortening hours, reducing wages and oth-

**The Non Air:  
Hobo.**

**Everybody  
Stand Steady**

erwise lending their full assistance to complete the ruin commenced.

We do not feel that there is much occasion for apprehension on our part over the question of retrenchment, and all that goes with it, but if the idea should take hold of certain managers that the times offer excuses for adding to the demands now made on their men or of cutting off certain things that have been secured in late years, it will be well to meet immediately such proposition with an emphatic refusal to accept anything of the kind.

When business is at a standstill, or when capital is fearful of investment, the best that labor organization can do is to retain what it has gained when business was good. The Brotherhood purposes to do this to the full extent of its abilities, at the same time it will be advisable to bear in mind that wages rarely advance on a falling market caused by business suspension, temporary or otherwise.

For years it has been impossible to get

**The Public  
Horse.**

Mr. Rockefeller to say anything for publication. After Judge Landis' decision he became quite talkative, but his talk was what might be expected from a "great public benefactor" who feels that he has not been fairly understood by the public, he loves and for which he works.

First be it understood he bears no malice, which all things considered is very kind of him. Why he should bear malice does not appear.

In an interview at that time he said:

"I am harnessed to a cart in which the people ride. Whether I like it or not I must work for the rest. I cannot evade this responsibility if I would. But I do not complain of this, I am willing to draw my share of the load as long as I am able.

"The first step I took meant obligating myself to workingmen who henceforward looked to me for employment, and investors who put in their money and looked to me for results. At every step forward the load was heavier. The workingmen numbered a few score at first, then a few hundreds, then thousands. There was a similar increase in the number of investors who could hold

me to account. While I worked for myself, I had to work for them, whether or no. Today, retired from active business, retired, that is, from business for myself, the capital I have invested makes work for thousands and opens opportunities for thousands of others to place their savings profitably.

"No man with money can escape this responsibility, or loosen this yoke from his neck. We are servants, and not masters, we who are or have been engaged in large business affairs. It is to our vital interest that the country prosper, that the people prosper. They can destroy us, or our business, or at least destroy our power of serving them. We would probably suffer the least. The richest man can eat but three meals a day, and it does not take a fortune to dress very well indeed, or to provide real luxury in living."

We imagine that Mr. Rockefeller has the cart load a trifle misplaced. The people surely have paid well for the ride John D. has given them and, at best, the majority of them have not been in the cart, but under it.

This obligation of the workman to his employer who invests his money sounds amateurish. If it had not been for the workmen there would be no Standard Oil Company to assess \$29,000,000 for breaking the law that was passed to give every shipper the same rate. Mr. Rockefeller's Company has given the little competitor a rough ride in the cart. The rest of us have had to pay for transportation in the same cart and have not ridden it. We furnished the road.

The threat at the end of the quotation shows the teeth of the business man who has had his own way so long that he cannot brook interference even from his government. The working people will starve sooner than their employers. The working people in this country have different ideas about starving by order of the employer and it does not agree with that of Mr. Rockefeller either.

No workman wants to destroy business. No one desires to hamper honest investment. The real objection to its methods is that every workman knows as he works for wages he must not only create sufficient to pay fair dividends on the money

invested in the business, but that he must make enough to pay returns on printed certificates that represent no investment other than the cost of printing. He works to make money for a real dollar and must also do as much for an imaginary dollar that has never been in the business at all. In fairness we might say that Standard Oil has not been seriously accused of watering its stocks.

Suppose the employer paid his workmen the regular rate per day and then paid his shadow an equal amount? Just imagine the result in financial circles. That is what it means to the workman "who owes his life to his employer because he invested his money."

For a quiet person Mr. Rockefeller talked quite some. In another interview he said:

"The present policy of the administration spells disaster. Confidence is the basis of everything material. Unless there is public confidence in business affairs we are lost as a nation. We are not growing confident as a nation, but are proceeding in the other direction."

How can there be public confidence in business when the business managers demand that violation of a law, establishing equal rights for all, be accorded to them? What degree of confidence can the public have in a criminal who defies the laws and does it by saying it is for the public good?

Referring to the unloading of stocks following the decision of Judge Landis, Mr. Rockefeller said:

"The world already has a foretaste of it, since an extreme penalty imposed upon one corporation with a limited number of shareholders, so to speak, has caused a loss of confidence reflected in a falling stock market, a tightening of money, a fear of the future. Your newspapers are full of this slump and of the feeling of unrest. They ascribe it to only one thing. What will be the effect when similar action is taken against the corporations with myriads of stockholders scattered throughout the entire country, the investor of moderate means, the widow and the orphan? There can be but one answer.

"The present situation will be intensified many fold. It does not require an ex-

pert to reason that out. The most superficial thinker can do it."

Mr. Baer introduced the widow and orphan to us several years ago. His defense was about the same as Mr. Rockefeller's but it was not taken very seriously. Men of the age of 80 usually are orphans, some of them are bereft much earlier. Of the widows we cannot say but when one of them has the foresight to get her coin into Standard we take it that the rest of us need not worry about her getting along.

His entire argument is, "what the investor does is right." If he breaks the law he has that right and if stocks tumble because he must obey the law, like the rest of us, business interests are going to suffer. And, furthermore, if he wills it they do suffer. What a splendid tribute to the law-abiding manager of a corporation. Public demand is not against stocks, it is for the right of every business to live.

When this money panic is over the stocks will be back in the same places from which they floated when the stringency came on. They sell today and come back tomorrow, each time at a profit to the original owner. The earning value of the stock is there all the time unless the big fellows overreach and really suspend business to make their play good.

The end of the argument of the head of the Standard is all found in his statement, "The Standard Oil Company is in no danger, for it has done no wrong." Fortunately for the business interests of the country outside of the trust, his decision is not accepted. When a criminal is caught with the goods he seldom protests his innocence. That, again, is where the Standard is different.

---

While the strike on the Colorado and Southern was in progress, a passenger on a D. & R. G. train at Helper, Utah, threw off an empty paper bag,

#### **Echo Of The Strike.**

which evidently had been used to cover a D. & R. G. lunch counter sandwich. Whether eating the sandwich, or brooding over conditions, generally, made the passenger exceptionally pessimistic, we do not know.

At any rate, something inspired him to write on the bag as follows: "You railroad

men, who go on strike to raise your pay, don't know when you are well off. We, the traveling public, are now taxed to the breaking point for a railroad lunch, mileage, and storage of baggage, while you brakemen get as high as fifteen hundred dollars a year, for work that requires no special schooling, and no experience to learn. Go out on a ranch if you don't like your job; be a farm hand and get away from your troubles! But, no, you won't do that because you have a snap, and you know it. But, your union is a greedy optimist, a trust, a monopoly of labor, and is now opposing all the people, and that alone has raised the cost of living. Now, cuss! You can't change it."

This is a rather severe jolt from a passenger, and we attribute the ill feeling to the effect of the lunch counter sandwich. If the sufferer does not approve of the American brakeman, and his ambition to live well, he should have traveled over the Colorado and Southern when they were using Japanese and Mexican brakemen.

**For Government Ownership.** Government ownership of railways in Italy is something of a new venture, so far as their operation is concerned. Up to within two years ago, the lines were government owned and leased to private companies, but the results in management were so disastrous that the government took the roads over to itself.

Prior to this time, the roads were the laughing stock of the world. Trains were never on time; cars were small, and poorly kept. Every dollar of earnings was turned into profit by the companies, with the result that the lines suffered, and the employees were poorly paid.

The government will be compelled to put more than one hundred millions into their railroads, within the next two years, and it is estimated that within the next ten years, more than two hundred millions will have to be spent to bring the roads up to a fair working condition. The gross returns for the first year of government ownership and operation exceeded those of the last year of private management by eight million dollars.

The operation of the lines has been greatly improved, much of the rolling stock has

been renewed, and the wages of the inferior employes have been increased by over four hundred thousand dollars. There are about one hundred thousand employes, who are paid yearly salaries as follows:

|                      |          |
|----------------------|----------|
| Engineers . . . . .  | \$540.00 |
| Conductors . . . . . | 420.00   |
| Switchmen . . . . .  | 360.00   |
| Signalmen . . . . .  | 140.00   |

(with lodgings.)

Each employe receives two weeks' vacation, with pay.

In addition to improvement in wages and operation, the government reduced its charges for passenger transportation from forty to sixty per cent; freight charges will also be lowered, and, in every respect, government ownership of railways in Italy promises to be a vast improvement over the dual arrangement of government ownership and corporation management.

There is no longer concealment of the Japanese unrest in the Indian Empire.

**Japanese Agitation In India.** The information is given unreservedly to the effect

that an uprising may be looked for in the very near future, and that when it comes, it will be due in a great measure to the agitation of the Japanese who have been going through India calling attention to the ease with which the subjects of the Mikado defeated the Russians, and impressing on their minds the fact that the Asiatics are by no means inferior to the Europeans.

The public press of India is very open in its references to the time being opportune for throwing off the yoke of the English government. It is to be sincerely hoped that all of this is mere rumor, and not an indication of the real situation, but the press of the country can be supposed to express the sentiment of a majority of the people. It is another evidence of the impossibility of a civilized people governing a semi-civilized nation by civilized methods. On this subject we quote from *The Literary Digest*:

English statesmen are becoming alarmed at the growing spirit of disaffection in India, and especially in the three great provinces of Bengal, Bombay, and the Punjab. The very teachings of British schools and colleges in India have instilled the sentiment of nationalism into their Hindustanee pupils. The native press issues pamphlets and prints journalistic paragraphs which are quite in accordance with the Anglo-Saxon principle—

freedom of the press. And now the English Colonial Office is awakening to the fact that the lion's cub of Aeschylus has at last attained his strength. He was fostered as a pet, given the full range of the house, taught the rules of propriety, and now threatens to become a beast of prey, rending and wasting the domain which he has hitherto occupied under a master. The spirit which today is abroad in India fully carries out this Greek simile. As disclosed in the utterances of the native press, Hindustan is becoming ripe for revolt. The *Yugantur* (Calcutta) says to its readers that "revolution is the only way in which a slavish society can save itself; . . . if you can not prove yourself a man in life, play the man in death. Foreigners have come and decided how you are to live. But how you are to die depends entirely upon yourself."

The same newspaper, a native incendiary organ, thus outlines its present policy with a cold-blooded deliberation which is noteworthy:

"The number of Englishmen in the entire country is not more than a lakh and a half (150,000). And what is the number of English officials in each district? With a firm resolve you can bring English rule to an end in a single day. The time has come to make the Englishman understand that enjoying the sweets of dominion in another's country, after wrongfully taking possession of it, will not be permitted to continue forever. . . . Begin yielding up a life after taking a life. Dedicate your life as an offering at the temple of liberty. Without bloodshed the conquest of the goddess will not be accomplished."

Speaking of the English and their agents in India the same journal declares:

"Let the heads of these brutes, these instigators, be given as an offering at the Mother's feet; . . . let twice 70 millions of hands pick up the sword and let the demon's head roll at the Mother's feet; . . . the auspicious moment has come, lose no time. . . . Do you not hear the clank of arms in every household? It is the sound of the war goddess' foot ornament betokening her coming. . . . Beggars and fakirs in disguise have distributed pamphlets among the native army in Rawalpindi. The oppressive Feringhi, conscious of his sins, has become quite overpowered by his cowardice, and is busy impeding the path of the students and the native troops by throwing flimsy obstacles in their way. . . . The cup of the Englishman's iniquity is going to be full."

New Zealand has been held up to the working world as the best

#### **Compulsory Arbitration.**

of everything on earth for the workers. The many advantages offered because of the excellent labor laws have been told and retold until one has come to regard the colony as the forerunner of something close to the Promised Land, but there is a blur on the industrial painting that takes away a lot of promise from the picture of everlasting

peace, prosperity and mutual forbearance between the employer and the employe.

Compulsory arbitration has had its run in New Zealand. It has been in operation for some time and until labor felt the sting of adverse decision it was a fine thing. The employers were forced to comply with the judgments delivered or go out of business and, until labor suffered, as it declared, from an adverse decision, we heard of the blessings of the law and were advised to hurry along and get a good one exactly like it.

But, the end has come. A dispute between the packing houses and their employes was referred to the usual arbitration board which decided against the men. The case was carried to the court of appeals and pending the decision the men struck, contrary to law. They have been advised by the court that the law will hold them responsible to the extent of fine or imprisonment for one year if the fine is not paid.

The new story will take something from the popularity of the compulsory plan for settling labor troubles. It will now be plain enough for all to see that compulsory arbitration is not arbitration but a court hearing with a court decision which all parties must obey or pay the penalty.

The outcome of this recent situation will be watched with interest. Will the men defy the court, will the court have the courage to enforce its decision or will the men make amends, recognize the justice of the law and get back to work on the terms offered? At any rate the compulsory arbitration law has been put to the test and found wanting. When men demand that a law apply only one way in labor matters, that all advantage be given to only one side, they are doomed to disappointment.

Those of our workmen who have been standing up for compulsory arbitration without understanding what it means can take a lesson from the book of New Zealand. With us a decree would be permissible of enforcement even if every workman had to go to prison or be forced to labor at the terms of the award. An arbitration law cannot be used one way one day and repudiated the next when capital and labor are involved in controversy. We rather imagine that the majority of us will prefer



the mutual agreement resting on the honor of both parties to the court decree with its fine or prison back of it.

---

The officials of the Westinghouse Air Brake Company are credited with the statement that very many of the railroad wrecks are caused by the inability of the old air brake to properly control a fast train.

The Westinghouse people affirm that the railroads are slow to adopt the latest inventions in safety appliances. A high speed brake has been perfected, which has proved on test to be fifty per cent more effective than the brakes now in general use.

The Pennsylvania road made extensive experiments with this brake, two years ago, and adopted it. The same brake was tried on other roads, and satisfactory results were attained, but the brake has not been adopted by any of them, so far as we know.

Experts advise that a train running sixty-miles an hour, and weighing five hundred tons, cannot be brought to a standstill inside of a half-mile. There are many occasions when it is necessary to stop a fast train inside of this distance, and it cannot be done with the old style brake.

The adoption of the new high speed brake would mean greater safety, and, it seems impossible, in view of the increasing list of casualties, that the railroad companies would be willing to sacrifice life and railroad reputation for the sake of saving the difference in cost, by adopting the best safety appliance.

---

If the general public is laboring under the impression that the present railway equipment is absolutely safe, and insures the railway employe against death by accident, it is very much mistaken.

The Brotherhood of Railroad Trainmen is called upon each month to pay a number of claims that are the result of death by accident from defective equipment.

A number of writers, recently, have laid great stress on the carelessness of the employes, and have endeavored to show that

very many of the injuries were received because the employes did not take the proper precaution for their safety.

In the greater number of accidents there is no way on earth by which the employe, who is compelled to handle the cars, can take measures to insure his safety. There is no getting away from the danger that must be met in handling cars that have defective appliances.

The necessity for taking care of cars of this character ought to be one of the strongest arguments for the Employers' Liability Bill that could be advanced in favor of it. If the requirements of the service make the acceptance of dangerous tasks absolutely necessary, it is fair that the employer pay for all injuries that are received while performing such dangerous service.

---

Since the President has turned the work on the Panama Canal over to the army, the dirt has been shoveled out so fast that the job is now held up waiting for more money. The work is progressing far beyond the expected; it has eaten up the money Congress set aside for the purpose, honestly too, and it is now ready for an advanced sum to keep the work moving.

The army had the advantage of getting on the ground after much careful preliminary work had been done by skilled engineers, who fell out and quit the chair warmers who bossed the job, thereby losing their hero medals and reputations. When Colonel Goethals was placed in charge much had been done to make way for fair progress in the work.

It does not make any difference to the most of us who digs the Canal only so it is done before we run out of patience and money. We all know it will cost twice as much as was expected and that it will not be done when we were told it would be, but we have our reputation at stake before the world and this canal will have to be pulled through. Let Congress pass out the coin and let every encouragement be given to the job, for the sooner it is finished the more money we will save.

# NOTES

**WANTED.**—To know the address of Bert Cole, a member of Lodge No. 602. Very important. Address Financier of Lodge No. 602.

**WANTED.**—To know the whereabouts of my brother, Edward E. Obrey. Address William R. Obrey, Lodge No. 622, No. 54 Huntington St., Springfield, Mass.

**WANTED.**—To know the address of George Miles. Last heard of near Seattle, Wash. Write or wire, C. O. D., any information to William Miles, Forest, Ontario. His father is very ill.

**WANTED.**—Whereabouts of Jas. J. Reynolds, formerly of Moberly, Mo. Last heard from was switching in South Chicago. Advise Miss Grace Reynolds, 125 S. 6th St., Moberly, Mo.

**WANTED.**—To know the whereabouts of L. A. Sims, of Lodge No. 101. Anyone knowing anything concerning him will please advise J. F. McGrane, No. 1111 Cleveland St., Norfolk, Neb.

**WANTED.**—To know the whereabouts of W. F. Hall, known as Frank Hall. Last heard from was running a train on the Great Northern R. R., out of Larimore, N. D., in the fall of 1899. Address A. H. Leonhart, Box 127, Albion, Pa.

**WANTED.**—To know the whereabouts of Robert E. Morgan, of Pingree Lodge No. 636, Detroit, Mich. Any information will be gratefully received by his wife and little child, who need him very much. Address Mrs. R. Morgan, No. 523 East Bowery St., Ravenna, Ohio.

**WANTED.**—The address of Brother Tom Holder, of Lodge No. 481, who has not been heard from for six months. His wife is very anxious to hear from him, and any information will be very much appreciated. Address W. M. Childress, No. 1419 20th St., Fort Worth, Tex.

**IRON CITY, LODGE NO. 179.**—I just received the watch and it is very nice. If it proves to be as accurate a timepiece as former five watches are, there will be no kick. However, I have no doubts as to it keeping correct time. Fraternally yours, W. H. RALEY.

**WANTED.**—To know the whereabouts of Oliver H. Homan, of Lodge No. 750. Last heard from September 2nd, 1907, from San Bernardino, Cal.

His mother and sister are very anxious to hear from him at once. Address Mrs. M. M. Dill, No. 683 S. Hoyne Ave., Chicago, Ill.

**WANTED.**—To know the whereabouts of H. J. Clark, a member of Lodge No. 583. Last seen was Wednesday evening, October 16th, 1907, at Colorado Springs. He has deserted his wife. Address Mrs. Ruth Clark, care Mrs. Stray, No. 305 S. Weber St., Colorado Springs, Colo.

**WANTED.**—To know the whereabouts of R. D. Wilson, formerly a member of Greenville Lodge No. 641. Last heard from he was working on the C. N. O. and T. P. R. R., out of Chattanooga, Tenn., in 1906. Important news awaits him. Address A. V. Lee, No. 414 Elm Ave., Rockhill, S. C.

**EVANSVILLE, IND.**—Lodge No. 242 is still coming along, not in an extra, but in the up-to-date time. We have very good attendance at meetings, and all business is looked after in a businesslike way. We are still gaining the outside boys' confidence, and they are coming in one by one.

"SQUIB."

**WANTED.**—To know the whereabouts of Patrick Keating, of Lodge No. 199. He left Erie about ten months ago, and was last heard from in Montana, where he was railroading. His father has died and the Financier of Lodge No. 199 would like to locate him. Address W. H. Swainsbury, No. 930 East 9th St., Erie, Pa.

**TO THE MEMBERS OF B. R. T. LODGE NO. 107 AND ALL OTHER MEMBERS.**

Any members of the B. R. T. not receiving their JOURNAL will confer a great favor on the Journal Agent by notifying him by letter that they have not received their JOURNAL, giving proper address, and the correction will be made at once.

JOURNAL AGENT, Lodge No. 107.

**LAWRENCE, MASS.**—Lodge No. 688 is getting close to the one hundred mark and is receiving applications at every meeting. At our last meeting we had ten new members, and our brothers deserve to be thanked for the good attendance and for the interest they take in behalf of the organization.

Visiting brothers are always welcome.

JOURNAL AGENT, Lodge No. 688.

**WANTED.**—To know the whereabouts of George T. Seaman, who left home March 21st, 1907. Last heard from at Silverdale, Kan. He is sixteen years old, five feet, ten inches tall, weight about one hundred and fifty pounds, dark complexion, very dark, heavy hair. He has a scar on his upper lip, caused from getting bit by a dog. His mother is ill from worrying so much about him. Address J. M. Seaman, No. 2938 School St., Indianapolis, Ind.

#### AUSTIN, TEX.

I have received my "Queen" Watch, and I certainly appreciate it very much. I have shown it to my friends, and they think it is a beautiful little watch, and say they wish they had one like it. I will be glad to continue my work for the JOURNAL, as I think it is an excellent book and ought to be circulated as widely as possible.

I again thank you for the watch, and assure you I prize it very highly.

Mrs. R. E. Ludwig,  
1201 East 4th St.

**SAN FRANCISCO, CAL.**—Lodge No. 198 is getting along splendidly and admitting new members at every meeting. The lodge went to Santa Cruz on October 6th and initiated fifteen new members. The boys at Santa Cruz gave the visitors a loyal good time and one that will never be forgotten by those who participated in it.

Every credit belongs to Brother Moody for the splendid arrangements for the occasion. Lodge No. 198 has a new hall and cordially invites all visiting members to attend its meetings. There are candidates for every one of them and a general good time is promised to all members of the Brotherhood who will come to the lodge room.

TRAINMAN.

**THE AMERICAN FEDERATION OF LABOR** in convention at Norfolk, Virginia, voted to levy an assessment of one per cent per capita to be used as a defense fund against the anti-boycott suit brought by James Van Cleave against the Federation and to be also used as a general defense fund for all other suits that may be brought of the same kind.

The entire matter of the defense of the Van Cleave suit was left to President Samuel Gompers and the Executive Council who have authority to levy other assessments.

It also declared against all immigration from Asia and the islands of the Pacific to the United States.

#### JOHN CHINAMAN COMPLAINS.

Chinamen and Laundrymen have a grievance. Although collars and cuffs, no matter to what laundry they may be given are "done-up" wholesale at central depots, the percentage earned by each individual laundry mounts up to a considerable sum. It would seem that since the introduction of the much advertised "Litholin" waterproofed linen collars and cuffs, which need no laundering, but are made clean and white as

when new by wiping with a damp cloth, the laundry business has suffered considerable loss, and in some sections, the weekly wash lists show "Collars—blank, Cuffs—ditto." If people find that they can look neat, and save much time and money by wearing these "Litholin" collars and cuffs, they are going to adopt them, and let the laundrymen look out for themselves.

#### EASY MONEY.

I want to advise you how easy it is to get subscriptions for the JOURNAL. I left home at 9:30 in the morning and was back at 11:30 with twenty-two subscriptions. I went out again at 1 p. m. and returned at 2:30 with eight more.

This list of names has been sent to you, and I assure you that it is not at all difficult to get subscriptions. All you have to do is to ask, and, while some will turn you down, you can try the next one and it will only be a very short time until you have a splendid list of names.

I think thirty names in four hours and a half is not so bad for a small town.

H. E. COULTER,  
Lodge No. 174, Hollidaysburg, Pa.

**NORFOLK, VA.**—Lodge No. 672 is not as energetic as it might be, and our members must, for their own good, overcome their indifference. There is no use in the members of any lodge loafing around and waiting for some one else to take care of them.

I am at work on the Virginian Railway and have succeeded in getting three or four of my associates to join Lodge No. 550. As our territory is limited, we cannot do much on this line, but there is ample opportunity elsewhere to build up the organization and to try to do something for ourselves. It costs nothing to talk unionism, and it is of the greatest advantage to have the question understood by all of the men in railroad service, so that they can appreciate fully what the Brotherhood means to them.

J. H. BAILEY,  
Lodge No. 672.

**CORNING, OHIO.**—Lodge No. 396 is coming along slowly but surely. There are always a number of applications on hand, and while we are not doing a phenomenal business, we are progressing steadily and, therefore, satisfactorily.

I was much interested in the articles from Brothers Porter and McLogan in recent issues of the JOURNAL. It seems to me that if our insurance could be managed on the endowment plan, it would be a great deal better for the men as they grow old.

I would like to hear from more of our members, in the JOURNAL, and I trust they will take up the question of the eight-hour day for railroad service.

It is to be hoped that our members will pay more attention to the meetings and give us the benefit of their presence.

CHAS. SCHLINGERMAN,  
Vice Master, Lodge No. 396.

HARRISBURG, PA.—I desire to ask our brothers to be decent enough to attend the funerals of our deceased members. We have a large membership in Harrisburg, and it seems as if each member has fallen into the very bad habit of depending upon everybody else to carry his share of responsibility in the Brotherhood. It seems that this is carried to the extreme of indecency, for at a number of funerals the attendance has been so very small as to cause comment.

I feel that our members are not willfully negligent, but that they have fallen into the bad habit of trusting to someone else to do their share. I hope that all of us will take it to ourselves to perform our own duties, and particularly in the cases where we can show by our presence that we really sympathize with the families of our deceased members.

JOHN W. SHEAFFER,  
Master Lodge No. 383.

#### THE EIGHT-HOUR DAY.

When a Union man becomes an employer, it is only reasonable to expect better wages, conditions and treatment from him than from an employer who has never had any Union affiliation. Now that the eight-hour day is becoming general in the overall business, it is only just to Brother H. S. Peters, member of the B. L. F. & E. since 1882, and of the B. L. E. since 1885, to state that he has operated his factory on the eight-hour basis for the past ten years, with Saturday half-holiday all the year. While other overall makers have done all that the U. G. W. A. have required of them, Brother Peters, practicing his own Union principles, has done more than the Union exacted. He has paid above the Union scale on every garment and has given his helpers benefits and privileges which are not known elsewhere. Every

brother can take pride in the fact that the only Brotherhood man in the overall business has made such a record as an employer. He claims for the Brotherhood brand that they are the best Union Made Overalls on earth and the absolute guarantee under which he sells them shows his faith in what he claims. As the guarantee means that you buy the Brotherhoods at Peters' risk, not your own, there doesn't seem to be any reason why you shouldn't try them.

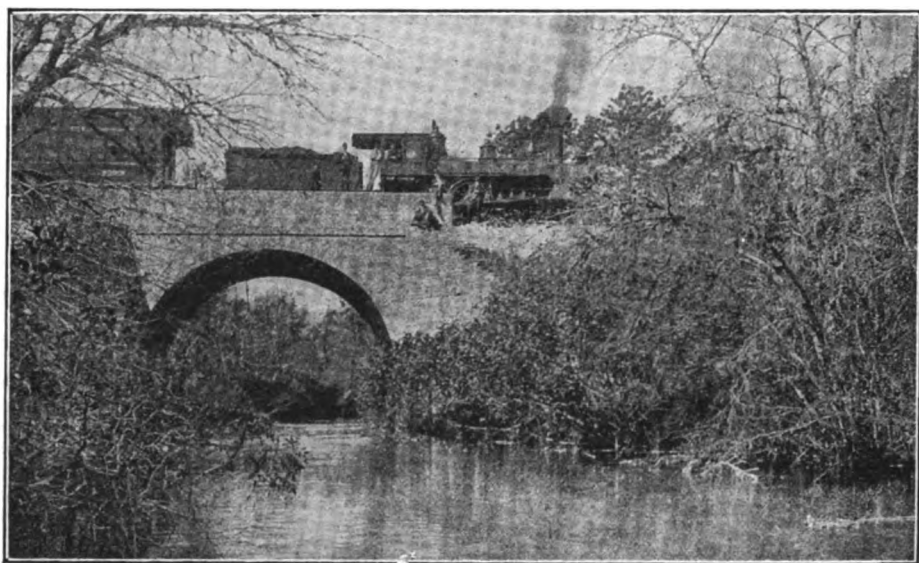
\* \* \*

BRIDGEPORT, CONN.—It hereby becomes necessary for Bridgeport Lodge No. 881 to call the attention of its members to the importance of attending the meetings. It is a known fact that many absent themselves unnecessarily but they are the very ones to ask next day, "Were you there? What did they do?" Now if such members will kindly take the trouble to attend they will find out for themselves instead of getting their information second-handed in the yard office or elsewhere.

It is very discouraging to the officers and members who desire to make the lodge a success to find so very little interest manifested by the majority in their own welfare. If the matter is of such little importance, why should we go to the trouble and expense of holding our meetings? It is also a bad example for new members, who are so very enthusiastic in the beginning, to find so few of the brothers present.

Our lodge is in a flourishing condition at present. We are taking in new members right along and in the past few months have increased our membership considerably, but with the hearty co-operation of all we will be able to do even still more.

We sincerely hope this will bring all our mem-



YAPHANK, CARMER RIVER, LONG ISLAND RAILROAD.

bers to the realization of their duties and on the first and third Thursday of each month we shall expect to find every member in his place.

\* \* \*

### LOST.

The following articles herein mentioned as lost, if found, will please be returned to the Financier of the lodge of which the loser is a member:

Receipts and pass. Brother P. H. Allen. Lodge No. 417.

O. H. Parcell, Lodge No. 422. Receipt for December, lost at Williamson, W. Va.

D. C. Billings, Lodge No. 186. Pocketbook containing receipts up to and including October.

E. E. Erwin, Lodge No. 740. Receipt case containing receipts, and meal book; M. K. & T. No. 10,909.

J. H. Ax, Lodge No. 88. Red pocketbook containing B. R. T. receipts and other papers of value only to the loser.

Edward T. Price, Lodge No. 559. Card case containing receipts, meal tickets, identification card and several other papers.

R. M. Arrighi, Lodge No. 81. Bill book containing B. R. T. receipts for June, July, August, September and October, also traveling card good for October. Return to W. Henry Curtis, Salida, Colo.

J. S. Hippensteel, Lodge No. 706. Pocketbook containing B. R. T. receipts from Lodges Nos. 449 and 706, service letter, traveling card and valuable papers. The brother asks that the above be returned to him to No. 333 West 15th St., Wichita, Kan., and he will give a five dollar reward.

\* \* \*

## Business Subscribers Received For December;

Under this head the JOURNAL will print once the name, business and business address of each business firm, or, of each person in business for himself, or, representing a business firm as its agent who subscribes for one year. The idea is to inform our readers who among their businessmen have subscribed and to recommend to them the fairness of giving their patronage to those who have patronized the JOURNAL.

### ROANOKE, VA.

Received from A. A. Belcher, Lodge No. 492: Young Drug Store, corner Park street and 2d avenue.

Roanoke Shoe Co.

America Shoe Store, 214 Jefferson.

M. S. Schaul, Pawn Broker, 114 Salem ave., W. Blue Ridge Overall Mfg. Co., Overalls and Corduroy Pants.

Geo. T. Markley & Co., Plumbing and Tinning, 207 Commerce.

Engleby & Bro., Plumbing and Heating, 17 Salem avenue, W.

Wilson Hardware Co., 17 Campbell avenue, E.

H. C. Kelsey, Mfr. Men's Clothing, 138 Campbell avenue, E.

Bright-Krebst & Co., Dry Goods and Notions, 19 Campbell, E.

W. C. Burns, Brotherhood Merc. Co., 107 S. Jefferson.

National Exchange Bank.

J. M. Oakley, Undertaker, 190 W. Campbell avenue.

Roanoke Cycle Co., 103 Campbell avenue.

M. Geldberger & Co., Wines and Liquors, 23 Salem avenue, W.

Mrs. I. Bachrach, Ladies' and Gents' Shoes, 13 Salem avenue, W.

S. Simon, Millinery, 23 Salem avenue, W.

Air-Heart Kirk Clothing Co.

Dr. A. Ludwell Hammer, 106½ Salem ave., W.

Union Mercantile Co., 125 Salem avenue.

### PENNSYLVANIA.

Received from James Nicodemus, Lodge No. 321:

#### ALQUIPPA.

J. C. Wiegel, Hotel.

Fred Walters, Wholesale Liquors.

#### BROWNSVILLE.

W. H. Kaiser, Jeweler, 140 Neck.

Lloyd Adams, Barber, Box 756.

L. Goldstein & Sons, Clothing and Shoes.

H. H. Hornell & Sons, Clothiers.

Troth Bros., Clothiers.

W. C. Mitchell, Restaurant, Neck street.

Sharpnack & Conelly, Furniture and Undertaking.

Wm. Levy & Co., Clothiers.

F. B. Theakston, Jeweler and Optician.

G. S. Moorehead, Jeweler.

L. C. Richine, Five and Ten Cent Store.

D. F. Robinson, Druggist.

A. Miller, Clothing and Shoes.

H. H. Bugler, Druggist.

F. S. Adams, Hotel.

James Risbeck, Pennsylvania Hotel.

D. and J. Grice, Groceries.

H. M. Green, Barber.

Rathmell Bros., Druggists.

Union Drug Co., Druggist.

R. M. Cook, Hotel.

C. W. Rush, Hotel.

National Deposit Bank.

Bugler Bros., Tailors

John Altman, Tailor.

### WEST BROWNSVILLE.

H. A. Theakston, Hotel.

A. Brody, Hotel.

#### McKEES ROCKS.

W. H. Schindehutte, Hotel, 162 Bell avenue.

N. J. Evans, Hotel, 374 Helen.

Jos. Ljubie, Hotel, corner Helen and Agnes.

James F. Cullen, Wholesale Liquors, 339 Helen.

McKees Rocks Trust Co., 800 Island avenue.

Chas. Specht, Baker, 510 Island avenue.

James F. Green, Hotel, George street.

Jos. Hildebraur, Aurora Hotel, Ella and Olive.

S. S. Balser, Hotel, 101 Bell avenue.

Leon Mitchell, Groceries, 329 Chartiers avenue.

M. J. Driscoll, Restaurant, 328 Island avenue.

M. Mannon, Jr., Butcher 787 Chartiers avenue.  
Thomas Broadway, Supply Store, 427 Broadway.  
Wm. Dixon, Groceries, 1412 Broadway.  
J. W. Wiley Singer Sewing Machines, 810 Chartiers avenue.

H. G. Moorhead, Sewing Machines and Pianos, 608 Chartiers avenue.

Union Furniture Co., 599-601 Chartiers avenue.  
McDermott Bros., Funeral Directors.  
Chartiers Trust Co.

E. C. Goss, Merchant Tailor, 526 Chartiers ave.  
CADWALLADER.

H. G. Worcester, Barber.

#### MONONGAHELA.

J. T. Eckbreth, Hotel, 2nd street.  
Hill and Shipe, Shoes.  
Zimmerman Bros., Cigars and Tobacco.  
Alfred Watson, Jeweler and Optician.  
H. C. DeVore, Hardware.

#### DUQUESNE.

Eagle Drug Co., corner Duquesne and Grant avenues.

Brown's Clothing Store, 116 W. Grant avenue.  
Howard S. Hill, Dry Goods, Grant ave. and 2d.  
John L. Izlive, Jeweler, 210 Grant avenue.  
The Dales Co., Up-to-Date Tailoring, 118 W. Grant avenue.

Coleman's Pharmacy, 9 Grant avenue.  
The Duquesne Tailoring Co., Duquesne avenue.  
John Hatlossa, Hotel, 803 Grant avenue.  
Wm. Horsfall, Butcher, 123 Grant avenue.  
Peter Nerdham, Hotel, 28 Grant avenue.  
Goldman, The Clothier, 81 W. Grant avenue.  
William Durney, Hotel, 7-8 Duquesne avenue.

#### GLASSPORT, PA.

Thomas Krush, Hotel Grand.  
Griffin & Finy, Wholesale Liquors.  
B. L. Minser, Shoes and Gents' Furnishings.  
W. L. McClaran, Druggist.  
Harry Joseph, Merchant Tailor.  
Joseph Sher, Merchant Tailor, Monongahela avenue.

G. C. Murphy & Co., 25c Department Store.  
Collins Hardware & Supply Co.  
M. Belusar, Atlantic Hotel.  
Glassport Lumber Co., Contractors and Builders.

The Raden Co., Clothing and Furnishers, 6 and 7th streets.

Herman Ryan, Tailor.  
Schulhoff & Klein, Tailors, 6th and 7th street.  
Smith & Cochenour, Staple and Fancy Groceries.

#### PITCAIRN.

Quinn's Butter and Egg Market, Broadway.  
Monongahela Valley Tailoring Co., Broadway.  
Nearrison Bros., Clothing and Furnishings.  
John L. Cohnery, Dry Goods.  
Harvey & Cutchall Co., Shoes and Gents' Furnishings.

Lizzie Haisler, 25c Department Store.  
F. H. Shiffer, Groceries, 534 Broadway.  
T. A. Russell, Broadway Undertaker.  
Tilbrook & Co., Groceries and Dry Goods.  
S. L. Kennedy, Barber.  
R. D. Reed, Merchant Tailor.

#### WALL.

Thomas Mellon, Groceries and Meats.  
Peter Forster, Groceries and Dry Goods.  
Alex. P. Stright, Druggist.

#### PITTSBURG.

Chas. S. Bachman, Barber, 48 27th street.  
L. W. Seibert, Druggist, 26th and 27th streets.  
Chas. A. Schafer, Druggist, 2628 Carson.  
McKee & Riley, 2626 Carson.  
Albert Schmid, Hotel, 2506 Carson.  
Julius Miller, Wall Paper and Paint, 2512 Carson.  
Jacob A. Young, Hotel, 2528 Carson.  
L. Lott, Grocer, 2335 Carson.  
Valentine Wuertz, Hotel, 3329 Carson.  
Martin Buchra, Hotel, 3024 Carson.  
C. B. Tisher, Cafe, 2916 Carson.  
Jos. J. Wilhelm, Wholesale Liquors, 2908 Carson.  
J. Ugnovich, Pool Room, 2814 Carson.  
J. J. Doyle, Cafe, 2738 Carson.

#### MILLVALE STATION.

E. A. Strain, Hotel, 112 Grant avenue.  
A. M. Ohl, Cafe, 123 Grant avenue.  
Jas. Shakespeare, Hotel, 101 Grant avenue.

#### ALLEGHENY.

Dotterweich & Leitch, Wholesale Liquors, 1312 E. Ohio.  
Paul F. Eyler, Cafe, 1044 Ohio.  
Alphonse Weillinger, Cafe, 1022 Ohio.  
Wm. Jackser, Cafe, 507 Chestnut.  
M. M. Templeton, Shoes, 307 Chestnut.  
A. Deider, Meat Market, 401 Chestnut.  
The Safe Clothing Store, 701-703 Ohio.

#### PITTOCK.

Chas. Newhouse, Ridge View Hotel.  
T. J. Conley, Wholesale Liquors.  
D. Greenstein, Dry Goods.  
Benj. Trappazno, Groceries.  
John Gozdonovic, Hotel.  
S. Younga, Butcher.

#### OHIO.

#### YOUNGSTOWN.

Walter G. Smith, Jeweler, 12 Phelps.  
A. Jones & Sons, Jeweler, 122 W. Federal.  
Levinson Bros., Clothiers, 251 W. Federal.

#### CLEVELAND.

John Naumann & Sons, Hotel, 2006 Ontario.

#### MISSOURI.

Received from I. P. Leach, Lodge No. 269:

#### SHEFFIELD.

D. W. Fitzpatrick, Barber, 6813 Independence.  
Spencer & McMillen, Saloon, 6821 Independence road.

L. A. Crooks, Grocery, 6518 Independence ave.  
Chas. H. Defenbach, Druggist, 6902 Wash. Pk.

#### LAREDO.

L. Webber, Restaurant.  
J. H. Merryman, Farm Machinery and Implements.  
W. S. Nichols, Drug Store.

## SHERMAN, TEX.

Randell & Randell, N. Side Square.  
 Aaron Turley, Groceries, 429 S. Throckmorton.  
 George Opel, Tinner, 217 S. Travis.  
 W. L. Davis, Furniture, 101 Thomas.

## CALGARY, ALBERTA.

Received from O. H. Pearce Lodge No. 663:  
 Calgary Clothing Co., corner First street E. and  
 Eighth avenue.

A. A. Hood, Proprietor Grand Union Hotel.

## SHERMAN, TEX.

Received from Mrs. H. E. Prior:  
 William A. Bailey, Furniture, 601 E. Brockett.  
 E. W. Ussery, 'Frisco Barber Shop.

## DAYTON, OHIO.

E. D. Longstreth, Bricklayer, 129 Hersley.

## VANCOUVER, B. C.

Received from A. J. Spear, Lodge No. 144:  
 A. M. Tyson, Central Fish Market, Cordova.  
 Campbell & Griffith, Clothiers, Cordova.  
 Hotel Ranier, corner Carroll and Cordova.  
 Hotel Butler, Hastings.  
 Hotel St. Francis, Cordova.  
 Dominion Hotel, Water.

## AGASSIZ, B. C.

Agassiz Hotel.

## WISCONSIN.

Received from John L. Lake, Lodge No. 445:  
 GREEN BAY.

Nick Christensen, Barber, 604 S. Broadway.  
 L. W. Akins, Laundry, 202 W. Walnut.

## KEWAUNEE.

J. H. Griese, Barber.

## BOYCE, LA.

Received from R. Edmundson, Lodge No. 666:  
 J. E. Marler, General Merchandise.

## OHIO.

Received from Chas. Burris, Lodge No. 396:  
 GLOUSTER.

D. Lewis, Supt. Wassall Clay Co.  
 A. H. Booker, Cafe.  
 E. Cozelli, Cafe.  
 Robt. Tracey, Cafe.  
 M. T. Walsh, Cafe.  
 D. W. Davis, Cafe.  
 T. B. Skinner, Cafe.  
 F. W. Fennken, Cafe.  
 Z. Z. Bridge, Cafe.  
 Gloucester Coal Co.  
 B. W. Pickering, Druggist.  
 W. A. Craft, Publisher Gloucester Press.  
 R. L. Lewis, The Wassall Clay Co.  
 James Pico, Agent Weidman's Beer.

## TRIMBLE.

The Trimble Brick Mfg. Co.  
 The Hiszlvania Coal Co.

## CORNING.

J. J. McGonagle, Funeral Director.  
 Gabriel Hardy, Cafe, Main.

Samuel Eichenbaum, Agent W. L. Douglass  
 Shoes.

Sol Klein, Agent Sargent Gloves and Head-  
 light Overalls.

H. Williams, Cafe.

Thomas Joseph, Fruit Store.

H. Brandt, Cafe.

M. Whitney, Livery, Feed and Sale Stable.

Wm. Hermey, General Merchandise, Meats, etc.

## HUNTINGDON, PA.

Received from C. B. Swayne, Lodge No. 498:  
 Thomas Quinn, Barber, Mifflin.

W. W. Johnson, Grocer, 1128 Moore.

W. C. Ellis, Druggist, Mifflin.

B. S. Fouse, Butcher, Mifflin.

J. L. Westbrook, Ice Cream and Confectionery,  
 730 Washington.

O. M. Brumbaugh, General Merchandise,  
 Washington.

J. B. Isenberg, Clothing, Penn.

J. O. Wright, General Merchandise, Mifflin.

## PENNSYLVANIA.

Received from W. H. Raley, Lodge No. 179:

## PT. MARION.

A. K. Jenkins, Wholesale Lumber Dealer.

John B. Wright, Colonial Hotel.

## PITTSBURG.

E. E. Baker, Baker Office Furniture Co., 828  
 Liberty avenue.

H. M. Hallett, Penna. Crusher Co., 601 Machs-  
 ney Bldg.

## UNIONTOWN.

C. R. Cunningham, Uniontown Wholesale  
 Grocery Co.

W. A. Carder, LaFayette Hotel.

J. C. Work, Candidate for Judge.

## WHEELING, W. VA.

Chas. Eis-Schenk & Sons, Wholesale Meat  
 Dealers, 94 5th avenue.

## NEW YORK CITY.

A. Brafman, Hackett, Carhart & Co., Clothes of  
 Fashion, Broadway.

## WEST VIRGINIA.

## CLARKSBURG.

Rosenshine Junk Co., 168 1st.

## FAIRMONT.

J. A. Drennen, Skinner's Tavern.

## ARIZONA.

Received from H. E. Shaw, Lodge No. 757:

## HILLSDALE.

John Roberts, General Merchandise.

## WICKENBURG.

W. H. Smith, Hotel Vernetta.

Doctor McGinnes.

D. J. Curry, Broker and Real Estate.

## SACRAMENTO, CAL.

Received from A. Norton, Lodge No. 840:

C. A. Silverstein, Cigar Store, 817 2d.

A. W. Morrison, Western Hotel, K.

Klune & Floberg, Jewelers, 528 K.

J. N. Wilson, Cigar Dealer, 700 K.  
 Parson & Burke, Wines and Liquors, 911 2d.  
 A. E. Billings, Cigars, 911 2d.  
 Central Drug Store, corner Plaza and J.  
 T. O. Conner, Tremont Hotel, 2d.  
 L. Barry, Cigar Store, 416 K.  
 Black Shining Parlors, Sacramento Depot.

## CANTON, OHIO.

Received from W. H. Hines, Lodge No. 395:  
 J. E. Tschantz, Groceries, 1226 E. Tus.  
 James Coal Co., 508 Mulberry.  
 J. E. Eberhart, Boots and Shoes, 827 S. Market.  
 W. D. Caldwell, Dry Goods, corner N. Market and 5th.  
 F. X. Volzer, Groceries, Produce and General Merchandise, 409 Charles.  
 A. G. Wiley, Barber Shop and Baths, 1008 S. Market.  
 W. O. St. Clair, General Drayman, 1811 S. Market.  
 Parkhill & Brown, Real Estate, Erwin Block, S. Cleveland avenue.  
 C. E. Fraunfelder, M. D., B. R. T. Examiner, 435 S. Market.  
 E. W. Markling, Wines and Cigars, 418 E. Tus.  
 Gust Zandt, Pool, Tobacco and Cigars, 414 E. Tus.  
 Nathan Wolinsky, Clothing, Jewelry and Loan Office, 400 E. Tus.  
 Les E. Skelton, Hardware, 1603 S. Market.  
 Louis E. Fornes, Optician and Jeweler, 404 E. Tus.  
 Isaac Harter & Sons, Bankers.  
 J. E. Shorb, M. D., 423 S. Market.  
 A. R. Turnbull, Mayor, 1014 E. 4th.  
 Harry Weiss, Agent Sargent Gloves and Carter R. R. Overalls, 407 E. Tus.  
 L. P. D. Yost, Furnaces, Ranges and Mantels, 205 S. Cleveland avenue.  
 B. F. Reed, Horses and Shetland Ponies, 339 W. 3d.  
 J. F. Marchand, Physician and Surgeon, 133 N. Cleveland avenue.  
 F. Burns, Dry Goods and Notions, corner Charles and S. Cherry.  
 Chas. Munter, Druggist, 735 S. Cherry.  
 Geo. Hedricks, Wines and Cigars.  
 The Globe Furniture and Carpet Co., E. Tus.  
 Henry Vogelgesang, Wet Goods, 710 E. Tus.  
 Al. Stadler, Clothing, Furnishings and Shoes, corner 10th and Cherry.  
 Louis E. Deuble, City Auditor, 214 S. McKinley avenue.  
 Miller & De La Mater, Loan Office, 111 No. Court, Courtland Bldg.  
 Miller & Blanchard Coach and Undertaking Co., Cor. Court and 5th.  
 Van Dorsten & Muckley, Hardware, 823 S. Market street.  
 L. M. Barrick, Justice of the Peace, Rm. 8, Eagle Bldg.  
 Dr. J. J. Leppa & Co., Specialists Nervous Diseases, 117 So. Market.  
 S. Francis, Washing Machines, 300 No. Market.

Chas. Krichbaum, Attorney at Law, Harters Bk. Bldg.  
 Halliwell's Square Luncheon, Public Square.  
 The W. E. Homer Co., Clothiers, No. Market and 4th streets.  
 Askin & Marine, Credit Clothiers, 333-334 No. Market street.  
 W. J. Piero, Attorney-at-Law, Shafer Block.  
 E. E. Beard, Meat Dealer, 2512 W. Tuscarawas.  
 Dr. S. J. Spalding, Electric Belts, 508 No. Rex.  
 A. T. Dennis, Real Estate, Rm. 406 Folwell Bld.  
 Joseph E. Deweese, News Exchange, 223 W. Tuscarawas.  
 Chas. C. Schwingle, Grocer, 212 No. Cherry.  
 The Stark-Tuscarawas Brewing Co., 230 No. Cherry.  
 Ira Aungst, Councilman at large, 705 W. Lake.  
 Wm. Eggleston, Office Saloon and Cafe, 216 E. Tuscarawas.  
 Joseph Munter, B. P. Service, 1304 E. Tuscarawas.  
 A. R. Lauffer, B. P. Service, 816 Chance ave.  
 W. Teplansky, Gauntlet Gloves, 217 E. Tuscarawas.  
 W. E. Palmer, New and Secondhand Goods, 319-323 So. Market street.  
 W. L. Day, City Solicitor.  
 J. M. Ickes, Barber, 430 East Tuscarawas.

## JACKSONVILLE, TEX.

Received from John T. Slocum, Lodge No. 738:  
 C. F. Bolea, Cashier First National Bank.  
 G. T. Morris, Barber Shop.

## CLEVELAND, OHIO.

Received from Ed L. Cottrell, Lodge No. 287:  
 L. Kurzenberger, Groceries and Meats, 2873 W. 12th.  
 C. C. Stuart, Oculist, 2792 W. 14th.  
 H. Metzger, Baker and Grocer, 2325 W. 61st.  
 Fred Neumann, Wines and Liquors, 802 Literary Rd.  
 W. F. Kuder, Druggist, 2662 W. 14th.  
 H. D. Flandermeyer, Druggist, 2366 W. 11th.  
 F. Schwartz, Tobacco, Cigars and News, 808 Literary Rd.

## MARYLAND.

Received from H. E. Eaton, Lodge No. 124:

## WHITEHALL.

Joshua Hanna, Farmer and Dairyman.

## MIDDLEPORT, OHIO.

Received from W. I. Spafford, Lodge No. 398:  
 King & Lewis, Clothing.

## DANVILLE, ILL.

Received from W. H. Kane, Lodge No. 583:  
 J. F. Burow, Groceries, Fairchild and Bowman avenues.  
 F. B. Smith Sons, Florists, 57 N. Vermillion.  
 J. O. Powell, Hub Furniture Co., 36-40 Jackson.  
 Drs. Walton & Williams, Physicians and Surgeons, 325 E. Fairchild.

## LONDON, ONT.

Received from Chas. Veech, Lodge No. 415:  
 A. Richmond, Furniture, 656 Dundas.



## EAST ST. LOUIS, ILL.

Received from A. R. Fuller, Lodge No. 706:  
Leange & Byron, Groceries and Provisions, 832  
Broadway.

## LIMA, OHIO.

Received from W. Cherry, Lodge No. 200:  
B. K. Clark, Cafe, 129-131 E. Wayne.

## SYRACUSE, N. Y.

Received from Frank Knight, Lodge No. 705:  
Wm. P. Hart, Undertaker, 549 S. Clinton.  
Tilly & Eddy, Real Estate Agents, 46 Bastable  
Block.

C. Fell, News Agent, 132 Eureka.  
Davis Bros., Tailors, 833 W. Fayette.  
G. E. Palmer, Photographer, 346 S. Salina.

## COLTON, CAL.

Received from Tim O'Brien, Lodge No. 74:  
V. C. Condon, Palace Barber Shop.  
John Mynes, News Dealer.

## YUMA, ARIZ.

Dunne Bros., Ruby Saloon.  
Kelly Bros., Cigar Stand and Bakery.

## PITCAIRN, PA.

Received from A. S. Huey, Lodge No. 439:  
Milo M. Haymaker, Drug Co., 3rd.

## TEMPLE, TEX.

Received from T. J. Stowers, Lodge No. 206:  
Davidson & Clay, Furniture, W. Main.  
J. A. Erhard, Cotton Buyer.  
D. Nickelson, Livery Stable.

## READING, PA.

Received from W. H. Gibson, Lodge No. 172:  
Dr. I. B. Hacker, 310 West Oley.

## FARNHAM, QUE.

Received from J. D. Clement, Lodge No. 371:  
M. R. Slack, Physician and Surgeon.

## PENNSYLVANIA.

Received from John W. Helman, Lodge No.  
174:

## ALTOONA.

Dr. Oburn, 701 7th avenue.  
A. Simon & Co., 1402 11th avenue.  
Fluke & Keagy, 1300 11th avenue.

## JUNIATA.

M. L. Reigh, Meat Market.  
F. Haid, Hotel Savoy.

## LOS ANGELES, CAL.

Received from Jay T. Snider, Lodge No. 74:  
Sullivan & Rowe, Wholesale and Retail Hay,  
Grain, Wood and Coal, 4317 S. Park avenue.  
L. Lemelle, Barber, 4315 S. Park avenue.

## SYRACUSE, N. Y.

Received from F. Knight, Lodge No. 705:  
Hickok & Smith, Empire House.  
A. J. McCarthy, News Room, Tobacco and Ci-  
gars, 253 W. Washington.  
H. E. Watkins, Restaurant, 249 W. Washing-  
ton.

Yann & Garnett, Clothiers, 112 S. Salina.  
Levey Bros., Printers, 233 E. Genesee.  
Burt, The Florist, 211 E. Genesee.  
L. T. Geer, Physician, 124 Merriman avenue.  
L. Vinney & Co., Clothiers, 130 S. Salina.  
Stetson & Crouse, Jewelers, 127 S. Salina.  
Udelmer C. Adams, Hats, Caps and Furs, 128  
S. Salina.

## MONTPELIER, OHIO.

Received from J. B. Lane, No. 586:  
Smith Bros., Hotel and Restaurant.  
Bauer & Wells, Cafe.  
E. A. Collins, Drugs.  
Strayer Bros., Clothiers and Tailors.  
J. F. Thorne & Son, Model Steam Laundry.  
H. W. Wertz, Physician and Surgeon.  
Ingram & Purdy, Livery.  
A. E. Hammond, City Meat Market.  
Louden Bros., Drugs and Groceries.  
Montpelier Clothing House, Clothing.  
Hub Mercantile Co., Dry Goods and Groceries.  
C. Binkley, Cafe.  
Dr. Wingard & Son, Drugs.  
G. H. Becker, Dry Goods and Notions.  
A. P. Rothenberger, Hardware.  
J. W. Anderson, Cafe.  
W. E. Scott, Dry Goods and Millinery.  
O. A. Baum, Barber.  
R. D. Cummins, Restaurant.  
C. F. Shorter, City Grocery.  
Montpelier National Bank.  
W. D. Coler, City Barber Shop.  
A. W. Skiles, Restaurant.  
C. A. Hall, Model Bakery.  
E. Rosenberger, Barber Shop.  
Miller & Lamberson, Hardware.  
Geo. Yeshera, Clothier and Merchant Tailor.  
Bert Gause, Pool and Bowling Alley.  
Beach & Son, Furniture.  
Croze, Siple & Co., Hardware.  
Bohner & Hause, Shoes.  
Albert Wing, Jeweler and Optician.  
Jno. Gamleer, Cafe.  
A. H. Baldwin, Pool and Billiards.  
F. H. Stewart, Hay, Grain, Seed and Coal.

## PORT RICHMOND, N. Y.

Received from A. M. Goren, Lodge No. 560:  
Michael M. Yantosco, Tailor, 4 Richmond Ter.

## CEDAR RAPIDS, IOWA.

Received from H. M. Clark, Lodge No. 56:  
Geo. T. Hedges & Co., Real Estate.  
Dixon Bros., Cigar Store, 136 F avenue, W.  
The Model Clothing Store, 2d avenue, E.  
L. J. Stark, Hotel 1st E.

*Now for Christmas. Earn your presents by getting subscribers for the Journal. Read our offer in the advertising pages, send for supplies and get to work.*

## CHANGE OF ADDRESS.

If your Journal Address is incorrect please fill out and forward this form to D. L. CEASE, 1207 American Trust, Cleveland, O.

Change my Journal address to read:

Name \_\_\_\_\_ Lodge No. \_\_\_\_\_

Street and Number \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_

Date \_\_\_\_\_

## ELECTION OF OFFICERS.

*The annual election of officers for the subordinate lodges of the Brotherhood will be held at the first meeting in December, 1907, at which time the local grievance committees will also be elected to serve for the ensuing two years. General rule No. 1 reads: "All subordinate lodges shall elect local grievance committees for each division, or system, represented in the lodge by five or more members, said committee to consist of three, to be elected from among and by the members in actual train or yard service on the division, or system, which the committee is to represent. A member who holds an official, or semi-official, position with a railway company or who is a member of another railway labor organization shall not be eligible to serve on any grievance committee."*

*Every member of the Brotherhood ought to realize what the election of officers means to the lodge and its work for the coming year. The best men for the work ought to be elected. There are always men better fitted than others for certain service and the election ought to be conducted with the purpose in view of getting the very best men for the positions.*

*Let every member turn out to the first meeting and do his share toward placing the business affairs of the lodge on a good basis for the coming year. It is one duty that ought to appeal to every man and it is to be hoped and expected he will perform it judiciously and conscientiously.*

## NOTICE OF GRAND DUES ASSESSMENT No. 111

JANUARY, 1908.

TWENTY-FIVE CENTS.

# GRAND LODGE OF THE BROTHERHOOD OF RAILROAD TRAINMEN.

## OFFICE OF GRAND SECRETARY AND TREASURER.

TO SUBORDINATE LODGES:

CLEVELAND, OHIO, DEC. 1, 1908

DEAR SIRS AND BROTHERS: You are hereby notified that the amount of Twenty-Five Cents for Grand Dues Assessment No. 111, for the month of January, 1908, is due from each and every member, and must be paid to the Financier before the first day of January, 1908. A member failing to make payment as herein required shall become expelled without notice or action. See Section 128, Constitution Subordinate Lodges.

The Financier is required to forward said Assessment to the Grand Lodge before January 5, 1908, for each member on the roll, and for members admitted or readmitted during the month of January the Financier must send this Assessment with the report of admission as per Section 105, Constitution Subordinate Lodges.

Fraternally yours.

*H. E. King*  
GRAND SECRETARY & TREASURER



# STATEMENT OF CLAIMS PAID DURING THE MONTH OF OCTOBER 1907

| CLAIM | NAME                | LODGE | PAID TO                                       | ADDRESS    | AMOUNT |
|-------|---------------------|-------|---|------------|--------|
| 12292 | Geo. O. Brubaker    | 516   | Elizabeth Vallance, Gdm., Mt. Pleasant, Mich. | \$1,350.00 |        |
| 13261 | A. O. Hemphill      | 97    | Catherine A. Shedd, Gdn., Boston, Mass.       | 1,350.00   |        |
| 13270 | Henry Schaaf        | 388   | Della Schaaf, Salt Lake City, Utah            | 1,350.00   |        |
| 13293 | J. A. Lepage        | 506   | Marie P. Lepage, Montreal, Que.               | 500.00     |        |
| 13410 | J. V. Mulcahy       | 599   | J. V. Mulcahy, Raleigh, W. Va.                | 1,350.00   |        |
| 13411 | W. A. Roller        | 33    | W. A. Roller, Stilwell, L. T.                 | 1,350.00   |        |
| 13412 | J. W. Hampton       | 7     | Minnie Hampton, Hays Borough, Pa.             | 1,350.00   |        |
| 13413 | L. B. Wright        | 74    | Anna Wright, Los Angeles, Cal.                | 1,350.00   |        |
| 13415 | G. R. Fletcher      | 551   | Matilda Fletcher, E. Hartford, Conn.          | 1,350.00   |        |
| 13416 | A. M. Storer        | 307   | Isabelle Storer, Wells, Me.                   | 1,350.00   |        |
| 13417 | F. P. Connors       | 115   | Marguerite Connors, Rockford, Ill.            | 1,350.00   |        |
| 13418 | Owen Doyle          | 256   | Jas. Doyle, Gdn., Moncton, N. B.              | 1,350.00   |        |
| 13419 | W. T. Giddis        | 385   | Mary E. Giddis, Kansas City, Mo.              | 1,000.00   |        |
| 13420 | G. O. Conwill       | 216   | Sallie F. Conwill, Shannon, Miss.             | 1,350.00   |        |
| 13421 | M. V. Reed          | 670   | Hannah Roden, Clark's Fork, Ida.              | 1,350.00   |        |
| 13422 | J. L. Langworthy    | 107   | J. L. Langworthy, Neosho, Mo.                 | 1,350.00   |        |
| 13423 | W. E. Bradshaw      | 667   | W. E. Bradshaw, Walla Walla, Wash.            | 1,350.00   |        |
| 13424 | Geo. Brenn          | 463   | Geo. Brenn, Du Bois, Pa.                      | 1,350.00   |        |
| 13425 | C. E. Hutton        | 93    | C. E. Hutton, Golden, Colo.                   | 500.00     |        |
| 13426 | Mancel Millhone     | 30    | Mancel Millhone, Denver, Colo.                | 500.00     |        |
| 13427 | M. B. Hupp          | 231   | M. B. Hupp, Terre Haute, Ind.                 | 1,350.00   |        |
| 13428 | G. E. Maue          | 187   | G. E. Maue, Buffalo, N. Y.                    | 1,350.00   |        |
| 13429 | J. C. Hooper        | 321   | J. C. Hooper, Ashtabula, Ohio                 | 1,350.00   |        |
| 13430 | M. L. Mayne         | 401   | M. L. Mayne, Pueblo, Colo.                    | 1,350.00   |        |
| 13431 | C. L. Lamb          | 460   | C. L. Lamb, Portales, N. M.                   | 500.00     |        |
| 13432 | Thos. Murphy, No. 2 | 4     | Amy Murphy, Chicago, Ill.                     | 1,000.00   |        |
| 13433 | S. W. Smucker       | 424   | Leonore Smucker, Sterling, Ill.               | 500.00     |        |
| 13434 | J. J. Gillespie     | 201   | Fannie Gillespie, Woodmont, Conn.             | 1,350.00   |        |
| 13435 | Wm. Burgess         | 379   | Lena Burgess, Niagara Falls, Ont.             | 1,000.00   |        |
| 13436 | Robt. A. Warfel     | 386   | Mary J. Warfel, Conemaugh, Pa.                | 1,350.00   |        |
| 13437 | F. C. Winn          | 397   | Destie Winn, Hudson, Mich.                    | 1,350.00   |        |
| 13438 | Henry Orrell        | 207   | Zulette M. Orrell, Seymour, Ind.              | 1,350.00   |        |
| 13439 | C. H. Murphy        | 10    | Mary Murphy, Janesville, Wis.                 | 1,350.00   |        |
| 13440 | Lenton Dussinger    | 172   | Jno. Dussinger, Reading, Pa.                  | 1,350.00   |        |
| 13441 | Ben Clay            | 243   | Mary Clay, Chillicothe, Ohio.                 | 1,350.00   |        |
| 13442 | G. A. Millett       | 404   | Nora E. Millett, Cambridge, Mass.             | 1,350.00   |        |
| 13443 | Lewis Norton        | 47    | Thirza Norton, St. Thomas, Ont.               | 500.00     |        |
| 13444 | Jno. Magee          | 219   | Jennie Magee, So. Orange, N. J.               | 1,350.00   |        |
| 13445 | Ed. Hayes           | 339   | Katherine Hayes, Chicago, Ill.                | 1,350.00   |        |
| 13446 | E. J. Kimman        | 321   | Nora Kimman, Gdn., Covington, Ky.             | 1,350.00   |        |
| 13448 | H. E. Fly           | 347   | Maggie & Macajah Fly, Medina, Tenn.           | 1,350.00   |        |
| 13449 | C. Charrier         | 509   | Elvina Charrier, Ste. Henri, Que.             | 500.00     |        |
| 13450 | W. L. Davis         | 266   | Julia Etta Davis, Nashua, N. H.               | 1,350.00   |        |
| 13451 | F. C. Spencer       | 175   | Eva Spencer, Grogan, Ohio                     | 1,350.00   |        |
| 13452 | H. D. Guinney       | 513   | Rebecca Guinney, Monett, Mo.                  | 1,350.00   |        |
| 13453 | D. M. Fraser        | 507   | Minnie Fraser, Dorchester, Mass.              | 500.00     |        |
| 13454 | R. A. Laubach       | 593   | Lizzie Laubach, Newberry, Pa.                 | 1,350.00   |        |
| 13455 | B. J. Hesse         | 9     | Tillie Hesse, Mason City, Ia.                 | 1,350.00   |        |
| 13456 | Jno. Clowers        | 533   | Mollie Clowers, Willowton, W. Va.             | 1,350.00   |        |
| 13457 | E. L. G. Rehkopf    | 706   | Georgian Rehkopf, E. St. Louis, Ill.          | 1,350.00   |        |
| 13458 | D. C. Weiher        | 54    | Fannie M. Weiher, Bellevue, Ohio.             | 1,350.00   |        |
| 13459 | E. L. Fornwalt      | 43    | Amey E. Fornwalt, West Fairview, Pa.          | 1,350.00   |        |
| 13460 | Wm. West            | 733   | Sarah H. West, Glenns Ferry, Ida.             | 1,350.00   |        |
| 13461 | W. H. Ross          | 615   | Maggie Ross, Heltonville, Ind.                | 1,350.00   |        |
| 13462 | Jas. S. Anderson    | 123   | Maud Anderson, Chester, Pa.                   | 500.00     |        |
| 13463 | H. A. Gallagher     | 71    | Florence Gallagher, Oakland, Cal.             | 1,350.00   |        |
| 13464 | J. B. Eisenberger   | 253   | J. B. Eisenberger, Matamoras, Pa.             | 1,350.00   |        |
| 13465 | W. E. Swett         | 392   | W. E. Swett, Houlton, Me.                     | 500.00     |        |
| 13466 | S. H. Sinkhorn      | 148   | S. H. Sinkhorn, Cincinnati, Ohio.             | 500.00     |        |
| 13467 | Ray Miller          | 74    | Ray Miller, Los Angeles, Cal.                 | 1,350.00   |        |
| 13468 | J. J. Brown         | 82    | J. J. Brown, Portland, Me.                    | 1,000.00   |        |
| 13469 | L. Ashcraft         | 473   | Athelia Ashcraft, Claysville, Ky.             | 1,350.00   |        |
| 13470 | W. N. Frost         | 199   | Ola L. Frost, Erie, Pa.                       | 1,350.00   |        |
| 13471 | A. W. Sturtevant    | 570   | Alida H. Sturtevant, Minneapolis, Minn.       | 1,350.00   |        |
| 13472 | E. N. Stanton       | 143   | Etna D. Stanton, Syracuse, N. Y.              | 1,350.00   |        |
| 13473 | Robt. Homestead     | 339   | Lina Homestead, Knife River, Minn.            | 1,350.00   |        |
| 13474 | E. H. Hoover        | 418   | Emma J. Hoover, Edinburg, Va.                 | 1,350.00   |        |
| 13475 | N. St. Denis        | 335   | Mary R. St. Denis, Manchester, N. H.          | 1,350.00   |        |
| 13476 | Albert Clayton      | 333   | Ida May Clayton, Jersey City, N. J.           | 1,350.00   |        |
| 13478 | L. G. Banks         | 143   | Minnie L. Banks, Corry, Pa.                   | 1,350.00   |        |
| 13479 | Thos. J. Downs      | 146   | Mary L. Downs, New York, N. Y.                | 1,350.00   |        |
| 13480 | E. S. Sturtevant    | 233   | Nellie M. Sturtevant, Merrick, Mass.          | 1,350.00   |        |
| 13481 | J. A. Knapp         | 377   | Annie R. Knapp, Barrie, Ont.                  | 1,000.00   |        |
| 13482 | C. E. Rowand        | 218   | Rosa L. Elliott, Littleton, W. Va.            | 1,350.00   |        |
| 13484 | Harry Jenkins       | 240   | Mary Jenkins, London, Ont.                    | 500.00     |        |
| 13485 | R. R. Fisher        | 305   | R. R. Fisher, Benton, Ark.                    | 1,350.00   |        |
| 13486 | Oliver Caldwell     | 216   | Ada Caldwell, Windsor, Ont.                   | 1,350.00   |        |
| 13487 | O. W. Edwards       | 703   | Martha Edwards, West Brownsville, Pa.         | 1,350.00   |        |
| 13488 | J. T. McCort        | 720   | J. T. McCort, Atlanta, Ga.                    | 1,350.00   |        |
| 13489 | D. M. Miller        | 18    | Margaret E. Miller, Appleton City, Mo.        | 1,350.00   |        |
| 13490 | C. B. Gooch         | 32    | Lizzie Gooch, McKinney, Ky.                   | 1,350.00   |        |
| 13491 | A. Merrill          | 71    | Jessie Holcomb, Yates Center, Kans.           | 500.00     |        |
| 13492 | R. O. Hanson        | 182   | R. O. Hanson, Escanaba, Mich.                 | 1,000.00   |        |
| 13493 | Jno. Warren Ott     | 353   | Delia Ott, Long Branch, N. J.                 | 500.00     |        |
| 13495 | C. A. Anderson      | 404   | Jas. Anderson, Woburn, Mass.                  | 1,000.00   |        |
| 13496 | F. J. Carter        | 453   | Sarah E. Carter, Baltimore, Md.               | 500.00     |        |
| 13497 | W. T. Pierce        | 479   | Irene Pierce, Chicago, Ill.                   | 1,350.00   |        |
| 13498 | Harry A. Smith      | 580   | Augusta Smith, Butte, Mont.                   | 1,350.00   |        |
| 13499 | Edw. Howells        | 636   | Alice Howells, Hamilton, Ont.                 | 1,350.00   |        |













This book should be returned to  
the Library on or before the last date  
stamped below.

A fine of five cents a day is incurred  
by retaining it beyond the specified  
time.

Please return promptly.

**DUE DEC 19 1946**

NOV 9 1991







